JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

March-April 2023

XK140 Work of Art (but by Rembrandt?)

Our Jag hobby explored: Keeping them

Rallying 101 – Corey comes clean

1958 Mk 2 – Eck falls hard

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Visit JCNA's website!

Blowin' Smoke

Downhill all the way?

Peter Crespin

I am by nature optimistic. There's no particular merit in this, it's just how I'm wired. There are disadvantages as well as advantages to having a generally sunny disposition, chief of which is perhaps a tendency to ignore warning signs of something unpleasant or dangerous that is about to happen and failing to take an imminent threat seriously. Whilst not quite 'cruising for a bruising,' like Voltaire's *Candide*, on balance I accept the occasional unpleasant surprise as the price for accentuating the positive and tending to seek out a constructive spin in most situations, however gloomy. You win some, you lose some.

Lots of us were surprised by the suddenness of the late Queen Elizabeth's death, albeit she was obviously not long for this world, given her age. What I was not prepared for was to be writing a second *in memoriam* editorial so soon after the Queen's demise. The optimist in me whispers that I may be wrong in doing so now, but the overall outlook for Jaguar seems very troubling and the departure of CEO Thierry Bolloré on December 31, 2022, didn't help. The fact that I'm even penning this opinion on Friday the 13th, barely two weeks into the 2023 interregnum of Adrian Mardell (the long-serving CFO) might spook some people but the facts, not superstition, tell a sad story.

HOW DID WE GET HERE?

In football, be it the Super Bowl or World Cup variety, coaches carry a heavy burden and are widely seen as determinative of a team's success or otherwise. Whilst undoubtedly true, I have watched enough games to realize that if the players – or occasionally whole teams – are having an off day, there is little the coach can do in real time, beyond substituting a few players or buying new stars to rebuild the team. When I edited my first *Jaguar Journal* in 2014, Jaguar was in a growth period that brought us several new models, culminating in a genuine five-family range, as planned by Ralph Speth and funded by deep-pocketed Tata. For JCNA members raised in the '60s and '70s, when Jaguar mostly sold only two-door GTs and four-door luxury sedans, these were heady days.

Ford's millions and manufacturing know-how had established an upward trajectory on which Tata's subsequent massive investment was built. Considering that Land Rover was by far the bigger brand, it is even more noteworthy that Tata backed Jaguar to the extent they did, albeit there was considerable cross-fertilization between the marques. With so much money invested in high tech and efficient and versatile production capacity, the future surely looked bright. All we needed was for the public to read the generally very positive road tests and financial success would be just around the corner.

The new Jaguar family look penned by Ian Callum was fully established, having been introduced initially on the XF before extending to all models, including the long-awaited F-Type. The corporate Jaguar dealership look was modern, clean and tasteful, wooing customers away from the occasionally soulless oriental and Teutonic showrooms. Improved J.D. Power reliability ratings were consigning to history the negative image of a stressed service manager trying to placate impatient customers whilst supervising a seemingly endless flow of warranty work. Diesels were selling well in Europe and the SUV range had won over many skeptics. What could possibly go wrong?

WHERE ARE WE HEADED?

The current trajectory seems anything but encouraging. Just this morning Jaguar's PR people sent out emails about the last F-Type special editions, and we already knew the XJ has been killed off, even in its near-launch electrical form. So much for two-door GTs and large luxury sedans. Can the XF and XE be far behind, given statements that there won't be any new sedans? If that leaves only the SUV range, what chance is there that future Jaguars will be nothing but re-badged Range Rovers? Will Jaguar suffer the same fate under JLR that Daimler suffered under Jaguar? If so, it won't be due to penny-pinching or being starved of investment. It won't be due to relying on dwindling niche market segments and failing to offer the diesels and SUVs demanded by customers globally. Labor relations problems are history and the press have been generally fair and positive. Land Rover is healthy, but Jaguar? I hope I'm wrong…

Peter

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Putting Power to Work #2

Half a loaf?

The old saying "Half a loaf is better than none" is similar to the one about a glass being half full or half empty, depending on your point of view. In these times of major changes in personal transport, making firm predictions is risky but it seems likely that the current crop of internal combustion vehicles will eventually come to be seen as an anomaly in the coming world of zero emissions motoring. We could (and probably should) debate the true meaning and feasibility of 'zero' emissions but you don't have to be Nostradamus to imagine a world not very far away where zooming around behind triple SUs that slurp premium gasoline will be frowned on (half a loaf?) or possibly even prohibited at certain times or places (none). If a total ban is mercifully unlikely in the near term, it is at least probable that those of us who enjoy classic Jaguar motoring are going to find the practice less straightforward than it is today – i.e., our Jaguar glass will be half empty. What to do?

Thankfully, there are options aimed at preventing our classic Jags from becoming static museum pieces, by preserving their street usability as EVs. Without the feel and sound of a Jaguar engine – even artificially provided by speakers – such conversions could never be regarded as a full glass, but they could claim to be a genuine top-up, to perhaps a three-quarters full glass? Either way, there are several companies bringing DIY conversion kits, or turn-key conversion services, to market.

Electrogenic, a British tech company based in Oxford, has already built a reputation as a leader in classic

The gorgeous E-Type looks are preserved.

car EV conversions and is now launching a range of easy to install 'drop-in' kits, which seamlessly convert some of the world's most iconic cars - including the Jaguar E-Type – to clean, sustainable electric power. If the I-Pace is any guide, EV conversions won't be slow, either… Not everyone agrees or buys into the EV hype, but many Journal readers may be interested in such kits as a way to 'future-proof' their Jaguars for the age of low-carbon motoring.

The packages feature the outfit's UK-developed, cutting-edge EV powertrain technology, and will be offered globally through an international network of installer partners. One might ask why an installer is needed if they are truly 'drop-in' kits, but clearly Electrogenic is being responsible in building an installer base at first, to ensure conversion quality, reputation, and after-sales support.

The press release uses typically flowery language, but if you can get

Computer-generated installation looks promising.

past the PR-speak, the substance of their offering looks good. *Jaguar Journal* hopes to try an example in the spring. If so, we should be able to judge to what extent "The innovative 'drop-in' kits further cement Electrogenic's position as the leading player in the EV conversion space and enable it to cater to the surging global demand that exists for this transformative technology." We shall see. In the meantime, if a *JJ* reader gets there first, let us all know how you got on.

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Jaguar Races Ahead

Building on best-ever year

JJ *will report on the team during 2023.*

Full disclosure: *Jaguar Journal* has not covered JLR's racing efforts as thoroughly as we might have. We covered the launch five years ago and have mentioned it occasionally since, but little more. Reasons/excuses include less than stellar results at first, combined with the risks of believing one's own hype and subsequent under-performance of Jaguar's last foray into Formula 1. Nevertheless, with Jaguar's declared intention to sell some form of electric version of each model, their continuing presence in the Formula E World Championship series certainly fits the brand image and hopefully provides tangible technical and publicity benefits.

At the end of 2022 the Jaguar TCS Racing team revealed their 2023 entry – the I-TYPE 6 – as the most advanced and efficient electric Jaguar race car ever, designed to win the 2023 ABB FIA Formula E World Championship. In case that sounds over-ambitious, the lighter, more powerful and faster car follows 2022's record points tally. Jaguar expect the I-TYPE 6 will set new performance benchmarks for an all-electric race car with a top speed of 200 mph, whilst not having any conventional rear brakes (relying instead on purely regenerative braking).

Technology transfer from the Jaguar racer will support Jaguar's future as an all-electric modern luxury brand from 2025. Elements of the new race livery from Jaguar's Creative team will doubtless carry over into the road cars, and having the same driver pairing as last year (Mitch Evans and Sam Bird) should ensure continuity and consistency from the very first of 17 races in 12 cities (Mexico City on 14 January 2023). By the time you read this in early March 2023, it should be interesting to follow the team's progress. The team boasts a new sponsor, Wolfspeed, who will act as Official Power Semiconductor Partner. Meanwhile, off the track as well as on, Jaguar TCS Racing enter Season 9 with FIA Three-Star Environmental Accreditation, the highest possible rating, illustrating the team's commitment to sustainability. Go, Jaguar!

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President's Perspective

Working smart, not just hard

John Boswell

As 2023 moves forward, I want to take this opportunity to thank all of you for the support you have shown me as I work my way through steadying this organization for our mutual success. Many of you have approached me at events with positive comments and told me how happy you are that I accepted the challenges this job entails. I appreciate that. 2022 was a year that brought many challenges my way, especially when it came to keeping my promise of attending more North Central regional club events.

As I prepare to attend the 2023 AGM, it seems like it was only yesterday that we were hosting the 2022 AGM in Wisconsin. Speaking of 2022, I was hopeful that the concours results report submitted as part of the year-end data would have improved over previous years. Unfortunately, it did not. Despite all of our endeavors, only 29% of clubs reporting results made a complete review on the first try. That means 71% of all clubs reporting required two or more reviews to be able to move their submission to official status. If our concours program is to maintain its integrity, we must do better.

TOOLS FOR THE JOB

The Jaguar Concours Committee (JCC) developed a Chief Judges Checklist to help walk clubs through all the processes needed to have a rules-compliant event submission. The report showed that 50% of the issues were due to chief judge errors. One can only conclude that the Chief Judges Checklist sent to all clubs was not used. I used the checklist and found it helpful. My first concours chief judge appointment was in 1988, so you would think I wouldn't benefit from such a tool but I certainly did. Using the checkboxes may have seemed redundant at times, but the checklist really came in handy. By using the tool, the Wisconsin club was part of the 29% that had their first review approved and marked official by the JCC chairman.

I will be the first to admit that our website can be a bit daunting when entering data. What I've found to be very helpful when entering both participant and judge assignments is to save the file after each entry and review it prior to moving on. This 'save often' approach works well for me and can do the same for you when entering your concours report.

Enough about the judging and reporting aspects of showing our cars. It's the people and pride we take in talking about our cherished vehicles that make the show day fun. I urge each and every one of you to get out to show off the prized possession(s) you've acquired. My first North American meet was back in 1985 at Tan-Tar-A Resort in Lake of the Ozarks, Missouri. My wife and I left Wisconsin at noon on Friday and arrived around 11:30 p.m. for the weekend festivities. When we decided to attend the event, the plan was to just walk around and take it all in. The event chairman convinced us to enter our (just rolled 100,000 miles) 1976 XJ6L in the champion class, because there was only one car to compete against. Our nine-year-old car, sporting vintage "English lace" from the rocker panels up to the bottom of the doors, ended up taking fourth place! It was an eye-opening, learning experience. I was hooked after that! A good friend once told me that Jaguars are for driving, that's why they have round wheels, otherwise they would have square ones. Let's make this a year that we all get out and enjoy as many of the club's planned events as we can. After all, the club is only as good as its members.

A CONCOURS-FREE ALTERNATIVE

For those keener on 'go' than 'show,' there are of course alternative events, such as rallies. Perhaps your impression of these events is also one of complex rules and regulations, but John Corey shows on page 30 just how simple and fun-filled these events are. And for the competitive types, yes, there are JCNA championships to be won. Check it out and I'll see you on the road!

South Central Region Report

2022 in the rear view mirror

By Ron Wallis and JJ Keig

The South Central clubs of JCNA continue the recovery from the covid outbreak. Concours, rally and slalom events have mostly returned to normal schedules and attendances.

The major event in the South Central Region was the 2022 International Jaguar Festival that was held in Dallas, Texas, in October and hosted by the Jaguar Owners Association of North Texas (JOANT). The event was an overwhelming success, including a field of 70 vehicles entered in the concours, many models of which have not been presented for many years. The IJF was a truly international event, as the special guest was Tony Merrygold, manager of Vehicle Collections for the Jaguar Daimler Heritage Trust in Gaydon, England. Tony presented an insightful keynote presentation during the awards banquet. The 2022 IJF also provided slalom and TSD rally events, along with the opportunity for a scenic drive.

The Jaguar Club of Houston (JCOH) bounced back with a full calendar in 2022. First up was a visit to Hemi Hideout, a facility housing many desirable Mopar cars and an amazing display of neon signs. In March, many members took part in a night at the races at Sam Houston Race Park. JCOH also had their usual annual events – an annual dinner, a Bluebonnet Drive in April and an English tea in August. The club also took two tours of car storage facilities in the Houston area, where we saw some very desirable and expensive cars. The JCOH concours was held in November, again at Sugar Land Town Square. Over 20 cars took part and awards were presented at an evening dinner.

The Jaguar Association of Greater St. Louis (JAGSL) began the year in January with their annual awards banquet at the Deer Creek Club to recognize their member's accomplishments in 2021. In February, they hit the road with the White Mull Rallye into the St. Louis countryside. In May, JAGSL completed an annual judges training session with a focus on the XJS at Hyman, LTD. Many members participated in the St. Louis European Auto Show in June. In September the club participated in the annual All British Car & Cycle Show held at Creve Coeur Lake Park. The annual JAGSL Concours d'Elegance was conducted at the Creve Coeur Elks Club. It was a beautiful fall October day with over 30 cars in the field. In November, the club met at Jaguar St. Louis for their annual meeting. Membership is stable at approximately 90 members and finances are healthy.

Club Jaguar A.C. in Mexico also came back after a slow 2020-21. Their Gran Concurso de Elegancia 2022 was a big success. Around 500 cars of all makes and over 40 years old were on display. The winner of Best American was a 1950 Packard Custom Victoria convertible which is owned by one of the club members. The winner of Best European and Best of Show was a 1936 Horch 853 cabriolet.

The Gran Premio Histórico 2022 is the club's annual racetrack event in which cars that participated in the above concours take to the track. Around 350 cars took part. Several different sessions were divided by car make or number of cylinders. The highlight was the Jaguar session with a Le Mans style start and the historic session (Formula 1, Can-Am and Porsche prototypes). This year, about 20 Ford Model Ts and As were seen touring the track. There is no winner in this event, the spirit is just to have as much fun as possible, which everyone did, in abundance.

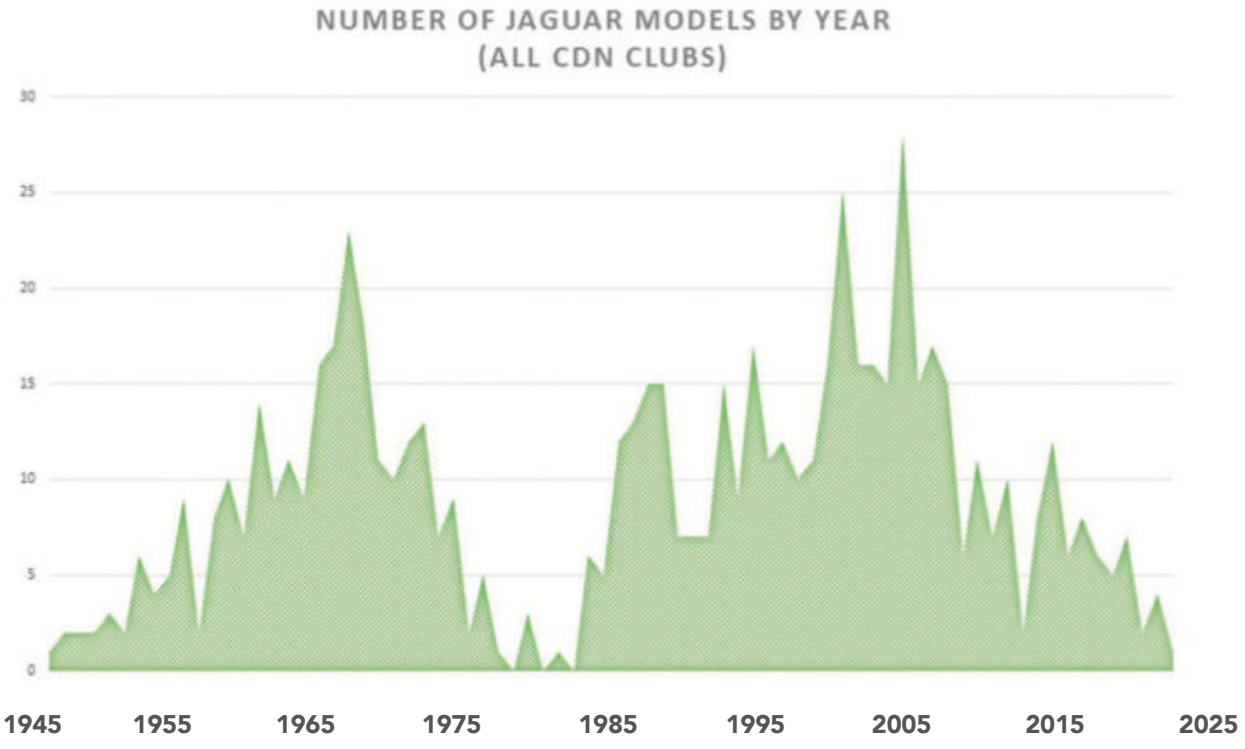
A blue bonnet E-Type; The perfect car for the JCOH annual Bluebonnet flower drive.

Canada Calling 2.0

Taking stock

By Doug Uffen, Contributors: Jennifer Orum, Malcolm Baster, Allan Lingelbach

At the end of 2022 year, the four Canadian JCNA-affiliated clubs conducted a review of the years and models of Jaguar owned by club members. The Ontario Jaguar Owners Association, Canadian XK Jaguar Registry, Jaguar Car Club of Victoria and the Canadian Prairies Jaguar Club together accounted for 693 'cats' in the Canadian clowder, including three replicas.



The Ontario club had the most, with 277 Jaguars (mostly in the greater Toronto area), followed by the XK Registry in the Vancouver region (196), the Victoria club with 155 and the year-old Canadian Prairies club with 65. The graph shows the numbers analyzed by model year, (with nine JCCV cars without a model year shown only in the table).

While there are some specialty models of Jaguars, it was necessary to group some models in the table together for the sake of simplicity. For instance, just within the XJS category, club members own a variety of Jaguar automobiles, ranging from the XJS, the XJ-S, the XJ-SC and the XJS Hess & Eisenhardt, just to name a few. Should the Mk 2 (340) be grouped separately from the Mk 1/Mk 2, or the 420s be differentiated from the 420Gs? We grouped cars together as much as possible, and although there will always be debate about the categories (after all, it was our first census), we wanted to be able to portray the more popular makes and model years represented amongst Canadian members.

TWIN PEAKS = BIMODAL

The oldest Canadian JCNA vehicle is a 1947 model in Ontario, whereas the youngest 'cat' is a 2022 model in Vancouver. The graph shows a bimodal distribution, with few models from the mid-'70s to the mid-'80s. This is attributed to the E-Type model run ending in 1974 and the XJ saloons along with the XJS models catching their stride in popularity in the mid to later part of the '80s. The mid-'60s models are certainly popular, as are cars from the late '90s into the late 2000s.

The most popular model owned by members in Canada is the E-Type, with 136 cars representing nearly 20 percent of all club cars. Other popular recent models are the XJS, the XKR and the XJ saloons. The XK 120/140/150 era is known for Jaguar's racing pedigree of the '50s and these models are also popular. The F-Pace outstrips the I-Pace and E-Pace combined by a ratio of 2:1 – probably reflecting its longer availability in the market.

OUT AND ABOUT

The JCCV offers their annual 'Jaguars on the-Island,' which has become the biggest congregation of Jaguars at any one time in North America. Entries from as far away as Los Angeles and Calgary have been known to attend and Victoria, British Columbia, is an idyllic setting for such an event. The OJOA presents annually their concours event which has been hosted at a variety of venues over the years, with entries ranging from an SS100, a C-Type, an XKSS, an XJ220S and a Swallow sidecar. They even offer a category of judging scrutiny that is higher than current JCNA requirements. CXKJR, and its sister organization the Canadian Classic MG Club, offers their 'Heritage Classic' in August every year, welcoming participants from as far south as San Francisco. The weekend event features their JCNA Concours plus entrants choice voting for both Jaguars and MGs. Winning a category at these Canadian concours events is a significant accomplishment, as the quality of the cars makes the competition very stiff.

Continental Drift

News from the UK and Europe

By Tim Crespin

Half an hour's rest at 70 mph on the shuttle under the English Channel.

TRAVELLING 'ECONOMY CLASS'

Despite the ever-increasing comfort of cars today, they certainly wouldn't be the first place you would choose to sleep overnight, given the option of a bed. I was reminded of this fact last year, after spending the night in a Belgian service station 'sleeping' in the driver's seat of an X-Type estate alongside my dad. As it was early fall it wasn't particularly cold, but I was certainly glad I brought my coat. We'd driven all day from northern England, through France and Belgium to the Netherlands, to collect a D-Type engine block. Not being sure how far we would get, we simply drove until we were tired, pulled over and slept. Dad's attitude was a mix of "why pay to be unconscious in a room if the car is free?" and "when I was your age we slept under bridges in our motorcycle waterproofs." The implication was that beds were for softies, but he had at least upgraded to a small tent by the time his tours included my mother. But what if it had been winter instead of fall?

SERIOUS SEASON

The old adage about failing to prepare being preparing to fail, has proven true across history, but I have to admit that I'm not always fully prepared to endure being stranded in a car during winter. The Automobile Association (AA) in the UK list the following as winter essentials to carry in your car at all times; An ice scraper and de-icer, a flashlight with spare batteries, a fully-charged cell phone, and in-car charger or power pack, sat-nav, road atlas, sunglasses, first aid kit, empty fuel can, warm clothes/ blankets and waterproofs, sturdy footwear, a flask of hot drink, snacks, hi-viz jacket, warning triangles, a tow rope, jumper leads, a shovel and a partridge in a pear tree. OK, I made up the last one, but the other things would take up a considerable trunk space in most vehicles, but in winter, you'd certainly rather have them than be caught without. Alternatively, you could always do what dozens of English road users did recently and get stranded near a country pub, where they were forced to stay overnight due to snow. I'm sure that the log fires and beer on tap helped keep them warm!

EV DRIVERS IN FOR A SHOCK

As the British government repeatedly shoots itself in the foot, before changing prime minister every couple of months (presumably after running out of feet to shoot), it has left the country in a financial mess once again. As a result, the country is now bracing itself for another few years of tightening our collective belts. Up to now the government has taken a fairly positive view of vehicle electrification in a bid to meet their own target of outlawing the sales of all petrol and diesel vehicles in the UK by the year 2030. Because of this, electric cars have had the incentive of not having to pay any annual road tax, plus exemption from the annual £355 expensive car supplement which is payable from the second through sixth years of registration. Given the projected increase in EVs on Britain's roads, the chancellor has now revealed that EVs registered after 2025 will be taxed at £10 for the first year and then the standard rate (currently £165 per annum), with the standard rate applying to all EVs registered after 2017. On top of this, the expensive vehicle supplement exemption is also being removed for EVs. Will the extra £500 per year significantly affect car buying decisions? Or is it fair that electric car owners pay their fair share for the upkeep of Britain's roads, given that they contribute to wear and tear? I guess we'll soon find out.

Invest, Restore, Keep or $ell?

Part Three: Keep

By Mark Mayuga

Keeping an older Jaguar automobile can be a challenging commitment by any standard. If you have purchased, inherited, invested, restored or just decided to own a Jaguar for the first time, it is an emotional decision and a financial one, too! Older Jaguars are usually either abandoned, worn out, a family hand-me-down, an unfinished project or well-restored and perhaps in near-perfect condition.

Most of the maladies are due to ignorance, the passing of time, or neglect–including sometimes money spent in good faith but squandered by mechanics who don't understand British cars. Depending on local climate, corrosion is also a major factor. Even if rust doesn't ruin the car, hot dry climates eventually also damage paintwork, rubber components and leather/wood interiors.

Combine all those elements and you have a recipe for unexpected expense, or a potential cost-effective restoration project. Occasionally, you may get lucky and find one that was pampered by its owner and is a good potential investment, or you just want to have the car of your dreams and will be happy you got what you wanted, never mind the cost or even the condition.

USE IT OR LOSE IT

A Jag-killer not listed above is lack of use. This can apply to the oldest Jaguars or sometimes even the more recent ones. Jaguars were designed to travel far and fast in comfort. Using a large luxury car once a season is not good – or eventually even once a week – if the trip is so short that the engine never gets truly warmed-up or the battery fully-charged. Newer cars of all brands are so loaded with sensors and computers that even a slight drop-off in battery performance can cause mystery gremlins to appear and disappear.

Here are some simple tips on how to maintain your Jaguar during occasional use. You don't want it to deteriorate to a point where you might have to invest major bucks to bring it back to running condition.

1. Invest in a 'trickle charger' to maintain your battery charge. Inspect your battery water level at least once a month, using distilled water to top off. On sealed-for-life batteries, check the maker's instructions. If you are not going to drive the car, disconnect both battery cables altogether. Maintain a charging mode on the battery with your trickle charger to keep it in operating order.

2. If you just want to drive the car once a month or on weekends, check the oil and water levels before starting the engine. Make sure you get the engine and water up to normal operating temperature. Burning a gallon of fuel creates about a gallon of water and although this blows off invisibly in a warmed-up car, some will condense inside a cold engine. The engine oil should get hot enough so that moisture is evaporated – including from the exhaust system where mild steel rusts from inside out. The oil warms up slower than coolant, so just driving until the temperature gauge starts climbing is not a guarantee. Jaguar engines are generally large and take time and distance to warm up thoroughly, so merely idling it for a few minutes can do more harm than good. Rich starting mixture can foul spark plugs, wash oil from the bores and cause gasoline to collect in the oil pan. A half-hour/25-mile drive is normally enough and be sure to cycle through the air-conditioning and heater operations to keep the seals fresh, the heater flaps free-moving and the heater core clean from scale residue and corrosion.

HOW NOT TO LOSE IT

If you are not going to drive the car for an extended time, it would be best to put the car on jack stands and keep your tires at normal air pressures. Some tire shops will suggest inflating with pure, dry nitrogen which is slightly more stable and significantly more expensive. Since air is about 80% nitrogen anyway, you can see why most people don't bother for road vehicles.

1. Tires have a shelf life of six to eight years on average, if kept away from high heat and harsh sunshine. Driving moves the plasticizer around in the compound and keeps them supple. The vulcanized rubber oxidizes due to the ozone in the air and deteriorates from ultraviolet sunlight, heat, moisture, under-inflation flexing of the sidewall and weight of the automobile on the metal or nylon carcass. Hence the advice to raise the car on blocks or jack stands for long lay-ups. Tires have been date-marked for decades, so anything without an oval DOT date on the sidewall is, by now, dangerous. Consider changing your tires after six or seven years regardless of age or use. Your tire store can advise, and old tires on a swift heavy car like a Jag could invalidate your insurance. Maintain a 32 PSI for your normal 70-80 series tires. Lower profile tires, 65-45 series, require at least 35 PSI.

2. Gasoline tanks are subject to internal rusting because the modern fuels contain ethanol, which absorbs water vapor. Jaguar fuel tanks have been known to leak from the tank seams without any notice. This rusting occurs internally because gasoline is lighter than water and the rust occurs at the bottom of the fuel tanks or along the welded seams. There are several options on treating gas tanks. One thought is to keep it full of gas; that way the moisture can't start eating away at the metal walls. Another idea is use STA-BIL, a gasoline stabilizer that protects against moisture build-up, and the third option is to keep the tank totally drained of fuel, especially if you are not going to drive the car for an extended time. Dry storage with the gas cap off, or at least loose, allows any moisture to evaporate and prevents cap seals splitting.

   Another solution is to go to a radiator shop that services gas tanks and have them pressure-test it for leaks, repair those seams or rust areas then have it coated inside with a gasoline tank coating urethane material. This process coats the entire inside of the tank with a moisture-resistant coating that retards moisture build-up and keeps your tank from rusting from within. Summit Racing Equipment sells a product, KBS, which is very good for protecting gas tanks.

3. Paint on older Jaguar was usually an oil-based enamel. This means the paint will oxidize over time if not waxed and protected from the sun. Invest in a good indoor-outdoor car cover but don't get one that is waterproof. If you live in a humid climate, your car cover acts like a greenhouse and traps moisture which can lead to rust on the chrome and aluminum fittings. Let your cover breath; it will allow moisture to evaporate and keep the dust and bird droppings off your car. If you store your car indoors, a single-ply cover is enough. I would not recommend a plastic drop-cloth cover as moisture tends to collect under plastic. There are new polishes and waxes on the market that promise all sorts of things. There are nano-particle ceramic coatings but be careful on old paint as opposed to modern water-based acrylics.

TRIM TOPICS

1. Leather interiors are common in both old and modern Jaguars. Seats, bolsters, center consoles and arm rests were covered in leather or 'Ambla.' This was Jaguar's brand of vinyl which looks and feels very close to the original Connolly vat-dyed leather. This means the leather color went deep into the hide for a natural finish with open pores. Non-synthetic leather food is best to keep the leather soft and supple. Modern leather interiors are now surface-colored with a topical vinyl dye requiring less maintenance but without the supple feel of the original leather. In either case, monthly treatment of the leather surfaces is recommended by the leather specialists but in the real world once or twice a season should be fine once the leather has been reconditioned. Modern leather preservatives and cleaners are silicone based and work with modern dye surfaces. Use saddle soap or mild detergent to clean dirt, grim, sweat and oil stains.
2. Burled walnut instrument facias, picnic tables, and door cappings on early Jaguars were common and looked spectacular when they were new. The coating was a basic marine varnish that was applied with many thin coats. Over time, the varnish suffered from the effects of heat and UV rays and the varnish became brittle, the wood became sun bleached and the veneer started to separate from the mahogany substrate. Keeping that wood in good condition is a challenge. The solution is to take a furniture refinishing night class or have the wood resurfaced if severely damaged. This is an expensive proposition and just a few shops in the USA still do this type of restoration. Ask your club members or your Jaguar restorer who to take your wood bits to.
3. Jaguar carpet was originally Wilton wool with a jute backing. The carpet material was either glued in place, attached with plastic plugs or just laid on the floor of the car. Cleaning and preserving the original carpets are a challenge to any owner. Being a natural fiber, special care has to be taken to preserve the color and nap of the wool carpet. Mild soap and water are the first choice to clean oil stains. Water from leaking door seals would rot the jute backing and a nasty odor would occur. Regular vacuuming and keeping your door seals fresh is the best way to preserve your wool carpeting. Modern replacement carpet is now synthetic and easier to maintain and clean.

CARING FOR THE MECHANICALS

Jaguar engines are robust but still need maintenance. Critical aspects are the cooling system, lubrication and the fuel system.

Cooling: Even if you live in a hot climate with no risk of snow or ice, the use of proper coolant mixture is vital, as it protects against corrosion, not merely against freezing. Always maintain a 50% glycol/ water ratio. Either buy ready-mixed

coolant or dilute it yourself from concentrate. I prefer to dilute with distilled water but some chemists will point out that the quantity of minerals in drinking water is tiny and unlikely to harm an engine, even after many coolant replacements.

Check the hoses for cracking, chafing or bulging, and the clamps for tightness; they do loosen over time if they are the screw type, due to hot and cold expansion. Also make sure your thermostat is working properly and of the right type. Early Jaguars ran a 75 C thermostat and the early fuel injected cars ran a slightly higher 85 C version for reduced emissions. Over-cooling a fuel-injected car can prolong the time of running rich, which can cause bore-wash.

Lubrication: Older Jaguars consumed some oil in normal running, and a quart every 1,000 miles is not cause for undue concern. Buying cheap oil or no-name filters is false economy. WIX makes a good spin-on cartridge filter for older Jaguars that has a one-way valve to keep oil in the filter on start-up. If your Jaguar has a felt cannister filter, buy from one of the Jaguar specialists such as Moss Motors, SNG Barratt or Welsh Enterprises.

Fuel system: SU carburetors, or 1968-on Zenith Stromberg emission carbs, used rubber diaphragms, O-rings and gaskets at various points, which can get old and stiff and cause all types of idling or running issues. If you smell gasoline vapor it usually is the carb flooding because the float valve is stuck and raw fuel is leaking into your intake manifold or onto your engine. Sitting for long periods of time causes the valve needle to stick or rubber to deteriorate if the carbs have not been serviced since newer Viton seals became available.

Before heading out, turn on your ignition but don't run the motor; put your hand under the carb and see if it is wet with fuel. If it is, immediately shut off your car and let the car sit for a 24-hour period, then check it again. The fuel will soften the rubber seals and maybe the leak will stop; if not, you will have to replace the carb jet and rubber diaphragm and replace the paper seals.

SUSPENSION/STEERING/ BRAKES

Jaguars got their fabled ride quality from careful use of rubber bushings, subframe or body mounts and careful choice of damper rates and spring rates, etc. Cars that sit for a long time may suffer from rubber perishing dampers which may appear scruffy but if dry and silent in operation may still be better than aftermarket parts of incorrect specification. Visible cracking around pivot bushings does not necessarily mean the functional rubber pivot inside is damaged. If the car rides well, all may be good. If stored on blocks, do not let the wheels hang down above ground as this may stress rubber bushes and ball joint gaiters, which can tear and fail inspection.

Steering systems can leak fluid or become soggy from mounts covered in oil leaking from elsewhere. Grease fittings are there to be used, so either do it yourself or find a shop that knows the correct procedure. Old steering boxes, from models such as a the Mk VIII, the Mk IX and the Mk 2, can be difficult to keep completely oil-tight, due to lack of parts, or excess wear requiring more than simply a rebuild and seal replacement. The E-Type and XJ6 power rack and pinion systems last well and pumps are not rare. The only routine maintenance is checking/topping up the fluid and checking for leaking hoses and slipping drive belts. When driving, avoid lock-to-lock turns when totally stationary, which stresses the mount. If damaged, they can be replaced with polyurethane replacements that resist heat and oil better.

Early Jaguars used drum brakes but in the late fifties the XK150, Mk IX and Mk 2 began the switch to disc brakes which became universal on subsequent models. These early Dunlop calipers have an unusual seal and piston retract system, and were eventually changed to conventional Girling calipers that last longer and are easier to refurbish. Kits exist using modern multi-piston calipers, but since the wheels can be locked with standard brakes, stopping distances are similar unless wider/ stickier tires are used. Better brake pads are available today but again advantages in high-speed stopping are often at the cost of less feel or worse wet weather or slow-speed control. Opinion is

even more divided on the merits of silicone versus mineral brake fluid, although if the brakes are totally replaced on a car that will be driven only rarely, silicone is worth considering.

THE ELECTRICS

European and British cars were mostly 12 volt positive ground until the early/mid-sixties. American cars abandoned positive ground when they switched from six to twelve volts a decade earlier. Despite the jokes, Lucas equipment was generally well-designed. When production tailed off in the seventies, Bosch, Hella, Marelli and other European or Japanese electrical parts were used.

Most problems today result from age and abuse by successive owners or technicians. If battery connections were reversed, the radio usually fried and the charging system malfunctioned, although dynamos are easy to reverse polarize. Fuses and most other circuits were unaffected, but age was not kind to connectors and cotton-covered harness colors and switches wore out. Later looms used vinyl insulation and better connectors, and electrical contact cleaner sprays improved servicing by moving hard dried lubricant around inside switches. Exercising switches helps keep the contacts clean and bright, especially important with rarely-used rear window switches and sunroofs, which also need exercise and slide track lubrication. Check that all belts are snug and oil-free and for long term storage remove the battery to trickle-charge it with a modern battery maintenance charger.

ENJOY THE CAR

A little maintenance often is better than extensive work to recommission a poor car. If you've bought a 'ran when parked' Jaguar, and know what you are doing, you can do well, but regular use is good medicine for many ills. The saying, "There's nothing more expensive than a cheap Jag," applies to badly-neglected examples, but with the right attitude and a little caution you should that looking after one of these fine cars is easily learned and all part of the fun.

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‘First love’s and first break-up

In at the deep end!

By Mike Eck

The first car I ever owned was a Carmen red 1958 Jaguar 3.4 litre sedan with wire wheels and Lucas Flamethrower fog lamps – the model later known as a Mk 1. I had seen this particular car many years earlier when I was on my paper delivery route, and I was so struck by its beauty and uniqueness that I pedaled my bike after it and saw which driveway it turned into. The house didn’t belong to any of my customers, so I didn’t know who the owner was. Many years later, in 1969, when I had my new driver’s license, a friend of mine showed me a picture of a Jaguar XK, and the styling of that car brought back memories of that chance encounter so many years before.

I knocked on the owner’s door and asked if he still had the Jag, and could I look at it. He said it was for sale, and I bought it with $600 of saved paper route money. It was a beautiful car, with lots of power and a luxurious leather and walnut interior, dual carbs, an Abarth dual exhaust system, wire wheels and a four-speed close-ratio transmission with overdrive. I later learned that at the time it was manufactured, it was the fastest production four-door sedan in the world. Just what a kid with a new driver’s license needs! The aroma of the interior, with its leather seats, wood panels and wool carpeting was nothing like the proverbial American “new car smell.” That, combined with the ambience, was reminiscent of what I imagined it would be like inside a staid British gentlemen’s club. I had never seen anything like it. I was so enamored with the car that I missed seeing a few obvious red flags.

Everyone who owns an old British car knows they are a source of never-ending adventures, and my first adventure with that car occurred on the drive home. I had only driven it the half-mile from the former owner’s house to the end of my driveway when the brakes locked up and stayed locked. After a while they freed up enough to drive it back to the previous owner’s house, where I pulled it back into the garage. I explained the problem to him, and he went to the boot of the car and pulled out the factory service manual and one of the boxes of spare parts that were there. He then proceeded to select a rebuild kit from the box, expertly remove the master cylinder from the car, disassemble and rebuild it on the bench, re-install it and bleed the brakes. I was amazed that this three-piece-suit-wearing executive, who was a vice-president of Johnson & Johnson, knew how to fix this car so adroitly. Only later would it dawn on me that the reason he owned a factory service manual and boxes of spare parts was from necessity. Basically, if you wanted to drive this car, you needed to be a repair mechanic. That certainly didn’t describe me, since this was the first car I had ever owned. But I would, of necessity, learn quickly.

In the ‘50s, Jaguar basically made two types of cars: sports cars and big sedans, which the Brits call ‘saloons.’ The sports cars were to

When you’re in love with your first Jaguar, glamorous models just block the view.

Looks that enticed many an impressionable buyer.

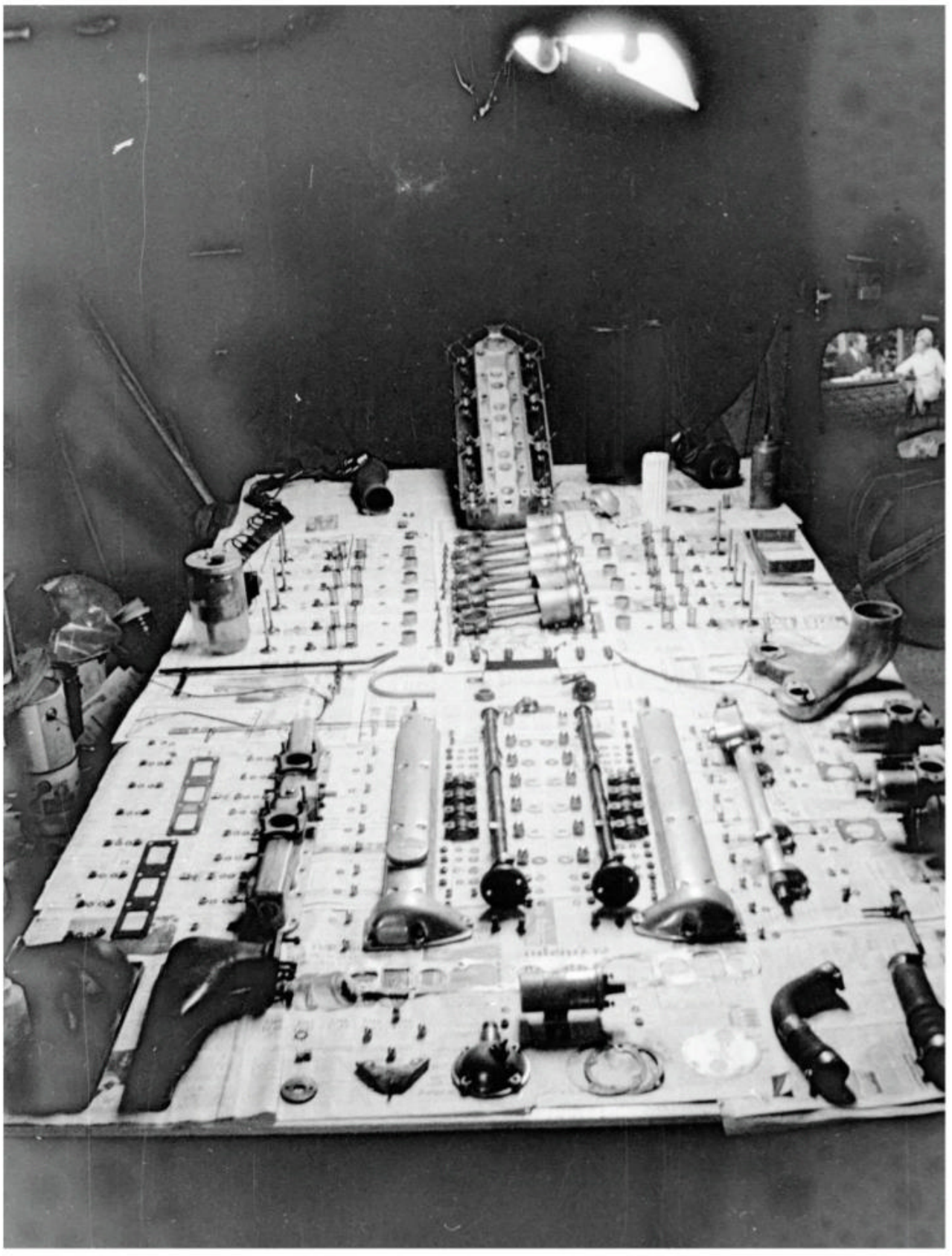
entice men into the showrooms where their wives would insist on purchasing the family-sized car. Those saloons were huge, just like a Rolls-Royce or Bentley of that period, and they used the same 3.4 litre dual overhead-cam inline six-cylinder engines as the sports cars. In 1955, Jaguar departed from the two-model range by introducing a mid-sized saloon, which was their first car that used the new monocoque (unibody) construction instead of having a separate chassis and body. Jaguar and Dunlop had jointly developed the disc brake in the early '50s, and they used them on their race cars, helping Jaguar to win the Le Mans race in 1951, '53, '55, '56 and '57. 1958 was the first year for production Jaguars to have power-assisted disc brakes as standard equipment, so my car had them, but at that time discs were unknown in America. Even the Corvette didn't get disc brakes until 1965. My car was also equipped with French-manufactured Marchal headlamps and Michelin X radial tires, which the owner had purchased while touring Europe with the car. The headlamps provided great visibility, since the low-beams had a sharp cutoff above a certain height, but even though they were better, they were not sealed beams, so they were illegal in this country at that time. Radial tires were unavailable and unknown in the USA, and because of their low profile people kept telling me that my tires were going flat. Actually, sometimes they did, because the special flexible natural-rubber inner tubes that were required in radial tires at the time were slightly porous and required pumping up periodically.

That wasn't the only thing that the conscientious Jaguar owner needed to do in order to keep his car on the road. Jaguar recommended checking the radiator water level and the engine oil daily, and the tire pressures and brake fluid level weekly. In addition, there were fully 18 items that you were supposed to either clean, lubricate or check every 2,500 miles. In Britain, I suppose this was something the chauffeur would have taken care of, but this level of necessary care was unheard of in America. That may explain why so few of these cars have survived here.

After some bad experiences on the road, I soon developed a walk-around procedure with a pre-flight checklist, like an airline pilot, checking the oil level and looking for suspicious puddles or flat tires. One summer I had worked in our township garage fixing police cars and had learned a little about how cars worked. However, that didn't prepare me for the problem I was about to face. Suddenly, the car blew a radiator hose. When the first one blew, I chalked it up to an original 12-year old hose failing. I was working over the summer in a service station, so I went through their inventory and found one that fit. However, after the brand new replacement exploded, I knew there was a deeper problem, but no one I talked to at work had any idea why there should be that much pressure in the cooling system. After all, the radiator cap was supposed to release any pressure above 7 PSI. After much head-scratching and investigation, I eventually determined that the rubber seal in the radiator cap had expanded its diameter to such an extent that it sealed against the inside circumference of the filler neck, which prevented the excess pressure from escaping. With the cap off, I also noticed that when the engine was running there was a continuous stream of air bubbling up the filler neck. The third clue was that one of the spark plugs was spotlessly clean and shiny, while the others had the normal brown color. The inevitable conclusion was that there was a head gasket leak between a combustion chamber and the water jacket. That allowed

combustion gases to get into the radiator, where the hydrocarbons had softened and expanded the radiator cap rubber. The leak also allowed water into the combustion chamber, which effectively steam-cleaned the spark plug. There was no option but to remove the cylinder head and replace the gasket. Luckily, I had the factory service manual to guide me, but I didn't have any tools.

My father was a great guy, but he was, to put it politely, obsessively frugal. His topmost criterion for any purchase was price. He had a collection of objects that bore superficial resemblance to tools, which made it appear that he was well-prepared for any repair. However, it soon became apparent that those tools were not adequate for this particular repair. I had spent all my paper route money on this car, so I had very little left for tools or parts. I went to Sears and bought two six-point deep sockets for removing the various dome nuts, and a breaker bar to turn them, since I couldn't afford a ratchet. Using them and a few of my dad's adjustable wrenches, I was able to disconnect the cylinder head from the block. Then with an old hydraulic bottle jack I was able to raise it an inch, but that's where it stuck fast. It turned out that when the water had leaked through the head gasket it got around one of the studs, causing it to rust and bind up inside the head. No amount of persuasion could get the head to go either up or back down, so I was left with the necessity of cutting the rusty stud. There wasn't enough room between the head and the block for a hacksaw, so I embarked upon the laborious task of cutting the stud with a raw hacksaw blade held in my hand. The next day, when I finally got the stud cut through, I was able to remove the head. Now I needed to find a replacement stud.



Keeping track of the parts I removed by laying them out on a ping-pong table.

The year was 1970, and this car was not a collector's item, it was simply an old and very foreign car, so parts were not easily come by. The major source of parts at the time was the J. C. Whitney catalog, but if they didn't have what you needed you were out of luck. Jaguar dealers were few and far between, and the couple that we visited didn't seem to stock cylinder head studs. One of them suggested that I check out a specific little private shop that repaired foreign cars, so I optimistically took a ride to visit them. My hopes were dashed when I arrived and found they were closed. As I was dejectedly walking back to the car I glanced over a fence into their back lot, and to my surprise saw an old Jaguar engine block sitting out there, with cylinders filled with rainwater and several of its head studs already missing. Figuring that they wouldn't miss another

one, I attacked it with a pair of vice-grips and procured a stud for myself. My first problem was solved! It also put the idea in my head that I should be on the lookout for a parts car.

The J. C. Whitney catalog was a godsend for the impoverished shade-tree mechanic. A complete set of Payen gaskets and seals for the top of the engine cost $10, a set of piston rings and a complete set of Vandervell bearings each cost the same. That sounds cheap, but at the time $10 represented half a day's pay for me. However, I figured that replacing the bearings would help with the low oil pressure, so I decided to attack the engine from the underside too. Getting at the bottom of the engine required removing the entire front suspension assembly, which necessitated raising the front of the car three feet in the air. I had that old hydraulic bottle jack that I had found buried in the woods behind our house many years before. Using that, I lifted up each side of the car little by little, inserting cinder blocks and various scraps of two-by-fours as the lift progressed. Once I got the front suspension removed, I found a layer of sludge in the bottom of the oil sump, probably because one of the bearings had spun. All the bearing Babbitt had worn away and exposed the copper beneath, and the crank was scored. I wasn't in any position to remove the crank and have the scoring attended to, so I simply polished the journal with crocus cloth, installed the new bearing shells and called it good. It wasn't perfect, but it was better that it was before. As anyone who has experienced 'shipwright's disease' can attest, one thing led to another, and before I knew it I had taken the engine completely apart into its component pieces.

In the course of keeping the car on the road I also needed to rebuild the carburetors, the fuel pump, all eight brake cylinders and the brake booster, and fix any number of electrical problems. Passing the state inspection was another problem, since the way the inspector tested the parking brake was to drive the car in first gear and pull up on the brake handle. The desired effect was to stop the car and thus kill the engine. That works with drum brakes, but the problem was that disc brakes require a *lot* of force to keep them from turning, which is why the foot brake used a power booster. Even the Corvette, when it finally got disc brakes, retained small drums on the rears just for the parking brake. The handbrake on the Mk 1 was good enough to keep the car from rolling away from a flat parking spot if someone accidentally leaned against it, but it was totally inadequate for the state test. My solution was to stop the car just before I arrived at the inspection station, tighten the parking brake pads so they were dragging on the discs, and then drive it in to be inspected. The pre-load was enough to make the brakes a little more effective, so the engine would at least slow down a little when the handbrake was applied. The inspector reluctantly passed it, but as it turned out I would not need to have the car inspected ever again.

British cars have always had a reputation to rust, so one of the other things the original owner had done was to have the car professionally undercoated. I assumed that meant that I would have no troubles with rust, until one day, after hitting a bump, the rear tires started scraping on the fenders and the car sat considerably lower than it had previously. It turned out that the rear spring mounts had collapsed and had taken up residence in the boot. While I was under the car inspecting the damage, I noticed a piece of undercoating hanging loose. I found that large sheets of it could be easily removed with a putty knife, along with large chunks of rust that had originally been part of my car's structure. Apparently, the undercoating had trapped moisture between itself and the car body, so instead of preserving the car it had actually accelerated the rusting process. Even if I knew how to weld, I wouldn't have been able to weld the car back together, since the entire underside looked like Swiss cheese and there was nothing solid to weld to. After all I had gone through to completely disassemble and rebuild the engine, along with all the other work I had done on it, the car was now no longer drivable. So, what was the net result of all the work I had done? In the intermittent times that I had been able to drive it between fixing things, I had only managed to put a grand total of 10,000 miles on the car. But at least it had a rebuilt engine. Little did I know that this same engine would run for another 100,000 miles in another body, but that's a different story.

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"It's an early Rembrandt, and an old Jag"

Restoring an old master

By Jack Griffith

"Asking Craig Naff to perform body work on your car is like asking Rembrandt to paint your family portrait." This was the summary of an article in *The New York Times* several years ago, describing the skill, and craftmanship of Craig Naff, who created the bodywork for one of the most famous custom cars of all time, CadZZilla for Billy Gibbons, the lead singer and guitarist of the rock group ZZ Top. I would add to the author's summary "…and to paint it for $15 an hour." It sounds unlikely, but it happened, and the result was a perfectly-restored XK140 MC OTS, saved at the last moment from either being parted out or meeting with a backhoe. What strange chance of fate linked this XK140, and a young craftsman in North Carolina?

The story began in 1966 when I bought my first Jaguar from a close friend, Brit Phil Beech, who had moved from Aldershot in the UK to Los Angeles, California, and worked on Jaguars during the weekends for extra cash. It was a splendid 1957 XK140 and served as my transportation while I was in graduate school at Caltech. Moving to Ithaca, New York, for a year forced its sale, but the Jaguar infection had taken hold. Following a move back to Palo Alto, California, I bought a somewhat-dismantled XK120 OTS, and replaced the wiring with all bright new red wire! It accompanied me to Chapel Hill, North Carolina, where I enjoyed it along with an XK150 3.4S OTS before deciding that I had to have another XK140 OTS and let the two cars find new homes.

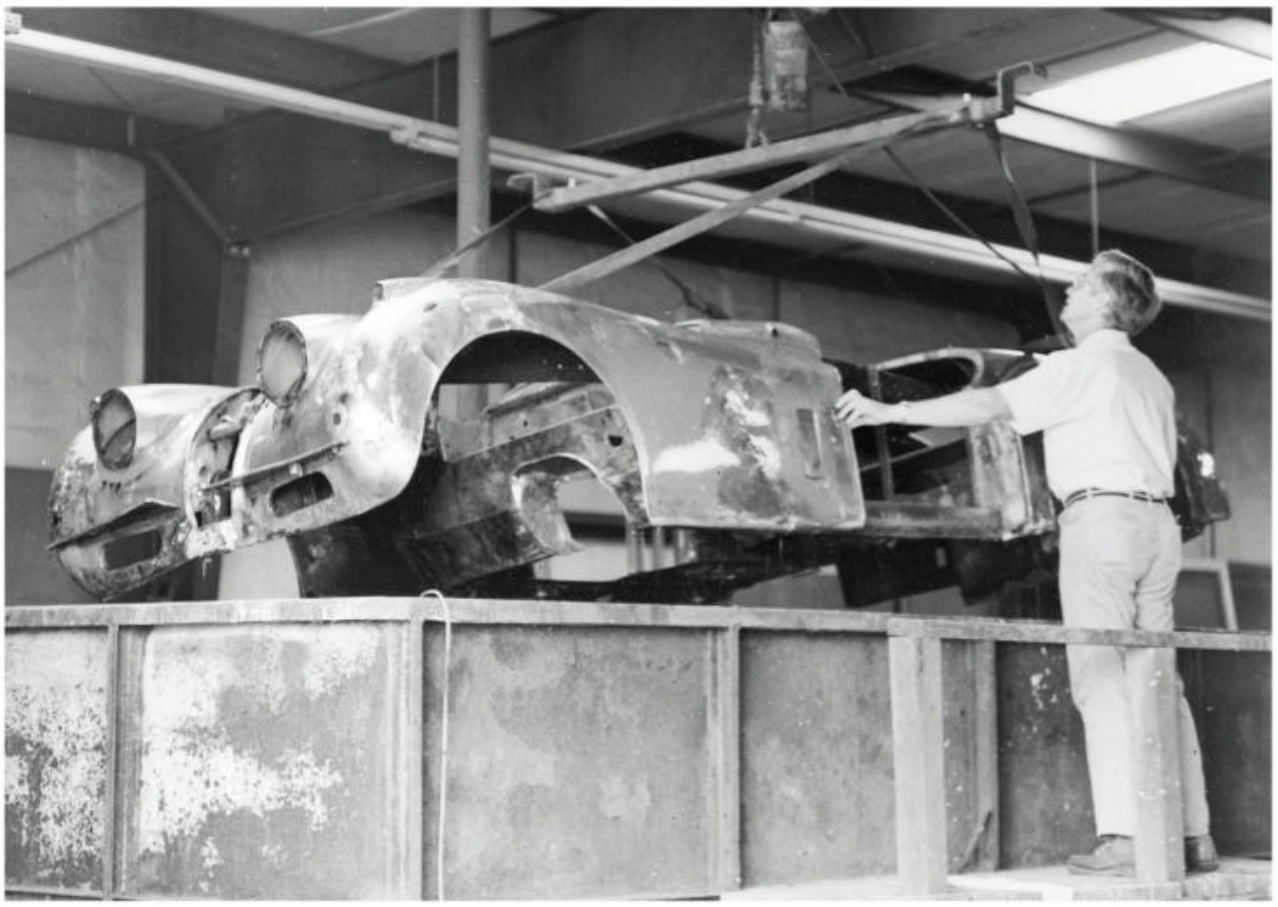
The most famous custom car of all time, CadZZilla, was designed by Boyd Coddington and Larry Erickson. Naff formed the sweeping rear body over a wooden buck.

My friend Phil had a friend who, he told me, had a nice 1956 OTS he wanted to sell due to medical issues. Trusting that it was as described, I sent the funds and awaited its arrival in Chapel Hill. The first dark omen was the truck driver's comment upon delivering it to me. Before opening the back of the truck, he asked, "Did you see this before shipping it all this way?"

The car was all there but that was about all one could say. The paint was semi-black with obvious areas of shabby bodywork. In those days in Los Angeles, Earl Scheib offered to paint your car for only $29.95, and if you washed it first and taped the chrome, you got the $49.95 pro level paint for $29.95. The car had obviously visited Earl Scheib several times. It would require a full body-off restoration, something I had never attempted myself.

The body, chassis and engine needed to part company and this was accomplished in my garage with 4x4 timbers bolted through the body to stabilize it as it was lifted from chassis. A chemical strip revealed that the chassis was in good condition, but the body had some rust on the floorboards and the fenders had been pounded out, apparently by beginners at a high school body class.

Without a clear plan of action, I forged ahead and had the chassis painted. The engine went off to a Jaguar specialist in the area who had access to one of the best NASCAR engine shops for machine work and balancing. But what to do with this very sad body? As a beginning professor



The XK140 body takes an acid dip at Carolina Chemstrip only to reveal many hidden areas needing repair.

Previous shoddy body work needed new fenders from a second donor body.

From the firewall back, Craig fabricated many new internal panels using his English wheel to create complex curves and joints finished with lead, not plastic body filler.

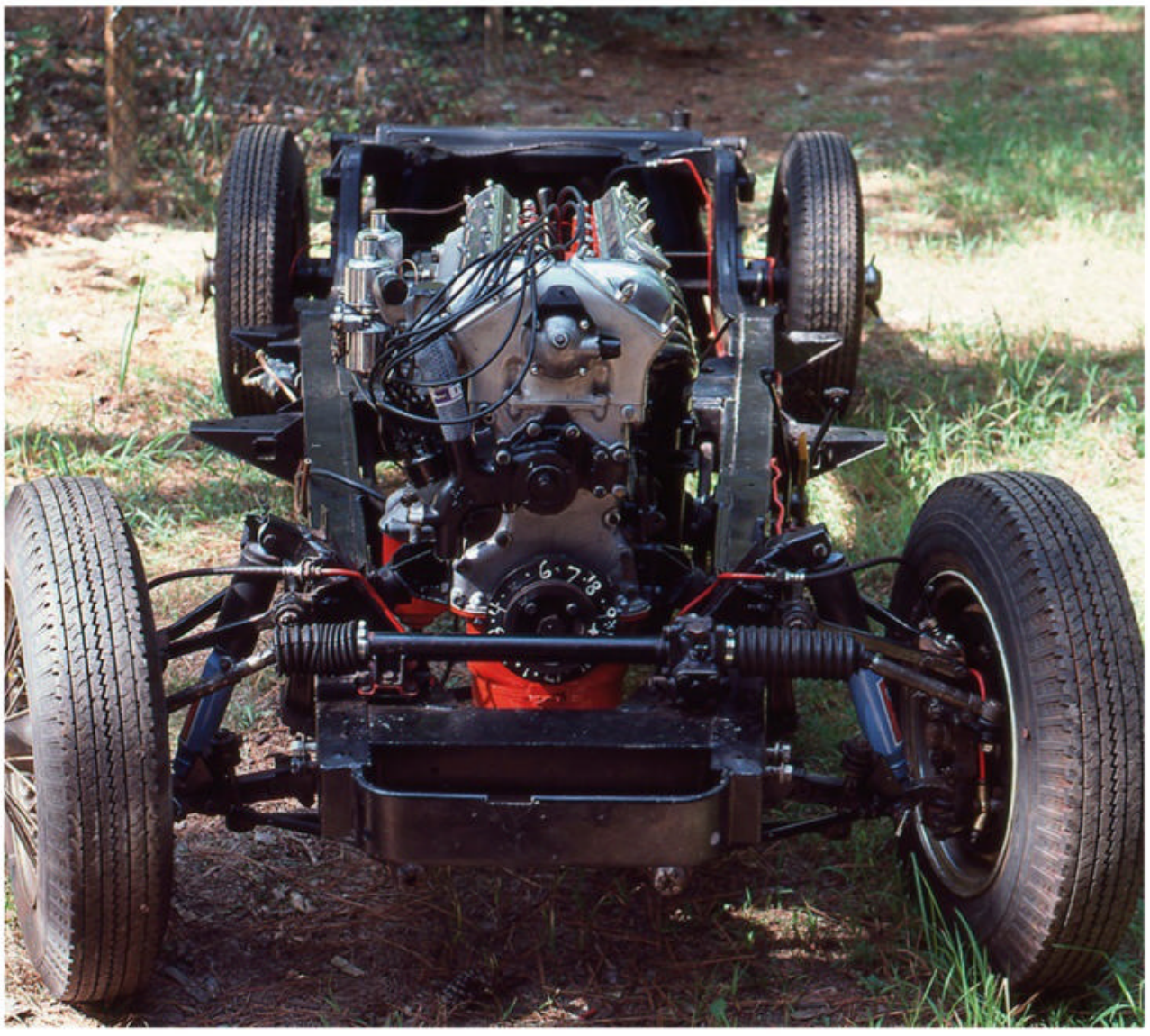
The body takes shape as the recreated rear mates with front fenders and the firewall sections.

of biochemistry at UNC, with students and research to deal with, learning body work myself was not in the cards.

The body was carted on a trailer from one local body shop to the next, only to be turned away or feeling uncomfortable with the estimated amount of Bondo I was told would be needed. Frustrated, I found another XK140 body for sale in California, and had it shipped out, only to find that it too had serious issues and similar areas needing repair.

Facing a disappointing future with the car, there seemed few options other than parting it out and starting again with a car in better shape. At this point a friend told me of a young fellow in Asheboro, North Carolina, an hour's drive away, who had just set up his own body shop, Carolina Customs and Classics. My response was, "Ya, ya... how many good ole boys" have I taken this car to already? However, when I was told this fellow had been trained in lead work and the English wheel at White Post Restorations, one of the leading restoration shops in the US, I decided it was time for a trailer trip to Asheboro.

The shop was small with just the owner, about my age, his wife and two helpers. To one side was a Ferrari 250 coupe, partly done and on hold while the owner collected more funds. The shop owner Craig Naff looked at the two bodies and explained that he would take the second one apart for useful panels, but would start from scratch with mine, bending new panels and doors as needed. Early on, a note from Craig explained that



The rebuilt drivetrain mounted on the refinished chassis awaits the body.

Rembrandt's work is done and the OTS nears completion. Is it possible that Craig's CadZZilla work was inspired by the sweeping curves of the Jaguar?

a previous repair in California had been attempted: "The front sheet metal had been installed with sheet metal screws along with some rough weld work and then hidden with 3/4 inch of lead." He continued, "These areas will be cut out and new sections fabricated and welded in." Having sold the XK120 and XK150, I had more than enough funds to allow him freedom to do what was needed. Looking back at how fortunate I was to find Craig; it is unlikely that anyone else could have brought the body back to perfection as he did. As can be seen in the photos, all interior sections and body were recreated or restored as needed. The back deck and doors were formed from new sheet metal with the English wheel and joints done using traditional lead as was done at Coventry.

The finished body was mated with the new engine on the chassis. Wiring this time was from Rhode Island Wiring Service to the original Jaguar specifications. An interior from Bill Bassett was installed and the chrome replated. By 1990, the XK140 was fully restored to its splendid condition with an engine balanced to NASCAR levels. It was later featured in an episode (filmed and produced, but never aired) of Rescue 911 hosted by Star Trek's William Shatner.

After Craig finished my car, he was not to remain in North Carolina long. In 1986, his reputation led Boyd Coddington, famous for building custom cars for movie stars, to lure Craig to Los Angeles to take on a project for ZZ Top's Billy Gibbons. Billy had asked Boyd and his stylist Larry Erickson to create what would become arguably one of the most famous custom cars of all time.

The XK140 MC today. After 30 years of gentle use and 5,000 miles on the speedometer, a light refreshing included new paint and interior.

Beginning with a 1948 Cadillac, they drew a design which required the unique talents of Craig to form the body work from flat 18-gauge mild steel sheets and the result, which it was said to have cost Gibbons nearly $900,000, was CadZZilla. The car remains in the possession of Gibbons and ZZ Top continued to perform on stage for 51 years.

Two and a half years in Los Angeles was enough for Craig and his wife and they moved back to their roots in Virginia's Shenandoah Valley. Craig set up a one-man shop and has continued to work at the apex of the art of metal shaping. Flat sheets of steel or aluminum are bent and formed into complex compound curves using several English wheels he built, along with a Pettingell power hammer from the 1920s and other exotic metal-shaping devices. Citing articles about his work from *The New York Times*, *Car and Driver*, and *Hot Rod Builder*, Craig has brought some of the best classic cars back to life, a Ferrari Tour de France, a racing Bizzarrini, a Talbot and a Rolls, to cite a few. Again, working with Larry Erickson, they created the Fly Yellow '37 Ford Smoothster, a stylized '37 Ford cabriolet named the America's Most Beautiful Roadster at the '95 Grand National Roadster show. The custom bikes he formed for California motorcycle-parts magnate Arlen Ness - Smooth-Ness and Curvaceous-Ness - are at least as striking as the cars.

And the XK140? After 20 years of local driving, shows, and a bicycle tipping over and scratching the paint, it was refreshed with a new interior, again from Bill Bassett, and a respray in black. It is driven just enough to keep on top of any mechanical issues and shares a garage with three other old Jaguars and a P1800 Volvo.

Going over old paperwork from Craig I found one of his bills – $15 an hour! Now, when I drive the XK140 on weekends and someone comes over to ask, "What kind of car is that?" I mumble, "An early Rembrandt" and then explain that in addition, it's a Jag.

How to stage a Rally

It's easier than you think – and fun!

By John Corey

Yes, it really can be pretty easy, believe it or not. People think you need lots of volunteers to staff checkpoints just so others can drive the route, but in fact you don't need them and every single person can take part. Sure, I am now JCNA Rally Committee chair, and yes, I am in the process of simplifying and clarifying what may look on the JCNA website like byzantine rules, so you'd expect me to say rallies are fun. But let me show you what's involved.

	Team 1	Team 2	Team 3	Team 4
Rally or Search play?:				
Driver Name:				
start time				
What is name of rowing complex?	Valentine			
What is farmed at left, without water or fertilizer?	Solar Power			
RALLY CHKPT #1: "VILLAGE Speed Limit" 24' & 13.3 mi	**24' & 13.3 mi**			
When was Victory founded?	1849			
What fort gives its name to the park on the left?	Fort Hardy			
What county entered as Hudson is crossed?	Washington			
What waterway just crossed after turn? Battenkill, 1st time				
What town is entered here?	Greenwich			
What beer maker is ahead at this turn?	Argyle Brewing			
What waterway just crossed? Battenkill, 2nd time				
What's written on red barn?	"Plow and Stars"			
What is bridge capacity?	20 Tons			
RALLY CHECKPOINT #2: "Keys Rd"	**leg 27' & 14.5 mi: ttl 51' & 27.8 mi**			
What is round structure at right bend?	Silo			
What waterway crossed? Battenkill, 3rd time				
What town entered by crossing?	Salem			
What year built & what fine for speed? (Rexleigh Bridge #1)	1874 & $25			
What Waterway crossed? Battenkill, 4th time				
down low foot traffic only Shushan covered bridge X-1)				
What waterway crossed? Battenkil, 5th time				

Sample route, quiz and score sheet.

BACKGROUND

The rally rules are about 40 years old now, and were probably last used effectively for the first time by someone maybe 20 years ago. Meanwhile, I guess every club has driving events anyhow, so what's the big deal about a sanctioned JCNA rally? Has technology helped with apps now available for GPS smartphones? Yes, it has, but they aren't essential. Many folks think you need a lot of volunteers in the field, to man checkpoints and such, instead of driving. Not so! We just completed a timed rally here in our club (which I set up and led), and I was the *only* worker, and then only in advance of the day! How so? Well, here's how I did it (omitting the obvious pick-a-date-and-promote-participation stuff and, of course, submitting a rally event and sanction request on JCNA.com):

Step 1: Choose your route (any time, but well before your rally date).

I use Google Maps to pick out a promising (twisty, rural) route from a suitable starting place to an interesting terminus for lunch (can even be right back at the start). In our recent example, we started from our local Saratoga Auto Museum, where we had hosted our annual show the day before, and I picked the Mt. Anthony Country Club in Bennington, Vermont, as the destination. It is about 30 miles away as the crow flies, but with lots of nice hilly roads and bends. Instead of a straight line, imagine a slightly-drunk crow with no particular place to go and more interested in looking at the scenery instead of taking the shortest route. A great menu and view at your lunch stop also helps.

By entering the destination and starting point, Google Maps offers the quickest route and figures the distance; then you can grab and drag the route trace to change to the route you like – and the distance automatically updates, too. While laying out my route on Google Maps, I toggle between map and terrain and satellite views to check for nice elevation changes and any adjacent undesirables (junkyards, power plants, etc.) that we might want avoid. Once I have the basic route candidate figured (takes maybe 30 minutes to an hour), I switch to street view and 'drive' through much of it virtually, especially any truly unfamiliar parts, as a second check on the scenery. If needed, I adjust the route accordingly. Once set, I save and print the directions and map associated with the chosen route.

Step 2: Verify the route (any time, but within a month before your rally date).

With the directions in hand, I drive the route. I make notes of any signs or hints needed to complement the Google directions, and I write down questions and answers about sights to search along the way, to use as a 'gimmick' search game within (or for some, instead of) the timed aspect of rally. Anyone who took part in the Santa Barbara IJF rally will remember the fun on that route. Questions might be, for instance, "What's the weight capacity of this bridge?" at an instruction which has the participants crossing a bridge so posted.

Participants start at fixed intervals until only the rallymaster is left to bring up the rear.

Quiz or tour timing is less formal.

This is also the time to select your checkpoints. As I hinted above, these need not be manned! I try to put them at stop signs, with the note (or by explanation at pre-start meeting) that the right time is figured to the moment of stopping; but a clear crossing (railroad, say), or passing point (a 'Welcome to Town' sign, say) will also work, if there's good visibility well beforehand, so the participants can see it coming. (That's one difference with manned checkpoints, which you can hide anywhere!) You won't be timing your own passage on this first verification drive, though, just assuring a good route, picking sites and selecting the checkpoints.

Often, some part of Google's suggested route proves unsuitable. It might be a section that's unpaved that didn't seem so on the street view (or where street view was unavailable). There might be construction or storm damage. In such cases, a change to just that part of the route, to an alternate workaround, is all that's needed.

Step 3: Write up your directions. Do this *immediately* after you verify the route, especially if your memory is as bad as mine!

The Google format is a bit confusing, with nested segments and times and distances on different lines for each step. I start with those but convert them convert them, adding checkpoints and sight-seeing directions or hints as shown. For more examples, email jc@coreyshome.net.

Step 4: Prove your directions.

With those printed, I commandeer a willing accomplice (usually my long-suffering wife), and we run it again, with said accomplice navigating and me driving per instruction. This we do at specified speeds to establish the target time for each of our rally legs (checkpoint-to-checkpoint). I will note, as you might surely ask, that there are no such speeds listed on a set of directions. That's because in, a further simplification, my rule is to specify the posted speed limit as the rally speed, except on unmarked back roads, where the rally speed is 40 mph. Super simple: the state and towns do all the speed setting and speed change work for me!

Usually, I do find a flaw or a point of confusion during the proving run, to be corrected in the directions before the next pass. Again, make any changes as soon as you can – those scribbled notes get less and less meaningful as time goes by.

Step 5: Final run and time check (do this no more than a few days before your rally date).

Using your (hopefully) final directions, run the route again with a navigator and at correct speeds, noting your own times at each checkpoint. If you were lucky and good, they'll match the previous run; but if there were changes made, this may include some new routing and new times. These will be your official rally leg times (JCNA requires a minimum of four such legs in a timed rally to qualify for sanction and national points). You can check your times against Google's figuring by making each of your checkpoints into destinations and starting points in Google Maps (likely you will need to drop a pin first at each so that exact spot is accessible as a destination or start). I don't always do that, unless I'm worried I was way off, because Google's time estimates assume speed limits even on unmarked roads and makes other unexplained

Swapping stories over lunch.

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Certificates are informal and a nice memento.

adjustments, too – but I like to see that we're close. Also, Google times to the minute only. Ideally, you'll have a measure to the second; though this is *not* essential, it can help to break a tie at the minute level.

Most likely this run will not require any changes to the directions, but if so, they're likely minor. This past weekend, we final-ran a set of directions (which are all about crossing and recrossing two local waterways many times over old covered bridges). They had to be adjusted after we did this two days before the rally, because one of those bridges had been *removed* in the week since we first proved the directions! And the necessary detour was unmarked (these are back roads and little bridges), so it took some fast figuring on GPS. That would have been a real monkey wrench if it happened during the actual rally, showing the essential nature of this step of preparation!

Also, at this point, make up your score sheet (see example) combined with your search game answer sheet. You will know the target times for each leg (and the answers for search game questions), and you'll need a column for each team of participants.

Step 6: Run the rally!

At the appointed time minus 15-30 minutes, gather your participants, review what's ahead (email for example notes), gather cell numbers if not already logged, hand out the directions, and set the order and start times for each team (fill them in on the tops of your score sheet and the directions). You'll note in the sample attached here that I've included a search game and a tour along with the sanctioned JCNA rally. More on this below, but the rally participants go out first, at one- or two-minute intervals (your choice: I like two minutes if there are fewer than five or six participants, one if more, so the time spread stays manageable). As rallymaster, your only job now is to watch them go. They know their start time, they're at the start point, and they have the directions. They will mark their checkpoint times and you won't see them again until they hand those in at the destination.

Step 7: Drive *your* Jaguar

If you're leading a tour of non-competitors, gather them behind your car and lead on. If not, you're the sweep anyway, so follow the rally route on the off chance you find a non-running Jaguar along the way. Arrive at the destination.

Step 8: Score the rally at the destination, preferably while waiting for your lunch order. Each participant hands in their times and/or answers, if playing the search game. You need only check them against the targets (and right answers). Total up the differences between reported times and targets (all differences add, increasing the score, whether positive - late or negative - early!). Announce the winners and enjoy your lunch. I usually prepare

Clubs can create their own participant prizes.

certificates and sometimes a token prize to distribute at this time.

Step 9: Post your scorers on the JCNA website for points!

The JCNA scores you post are not the actual time error scores, but point values for places (10 for first, 8 for second, 6 for third). Add a 'Member Event Result Entry' for each scoring participant JCNA member (driver and navigator, if both are members – you'll need their member numbers). Hit 'save' before leaving the page!

That's it. Note that other than a helper for the validation drive, this can all be done by one person with just a few hours effort (much of it right at home) – and *nobody* has to miss out on the driving fun – everyone can be in their Jaguar and participating. I've focused on the JCNA timed rally here mostly, but also hinted at a compound event, including a non-sanctioned 'search' rally (where speed is not tracked, but participants still follow the directions on their own), and a follow-the-leader tour, where participants can still play the search game (or not) while following you, the rallymaster. That's what we did in the examples attached here, in an event just run on August 28. These lower levels of intensity are terrific ways to introduce your club members to the rally concept, without throwing them all the way in immediately, especially if they're uncertain of their abilities or just want a less competitive experience. I've found that they tend to move up over time. The 'search game' is a club-level event, of course, with no JCNA sanction or points, so a certificate or token prize can be offered for that as well.

Last, know that rallying is fun, worth doing, and not difficult to set up. And we're here to help! My contact info is below and I'm open to questions and occasionally even have useful answers. Give rallying a try!

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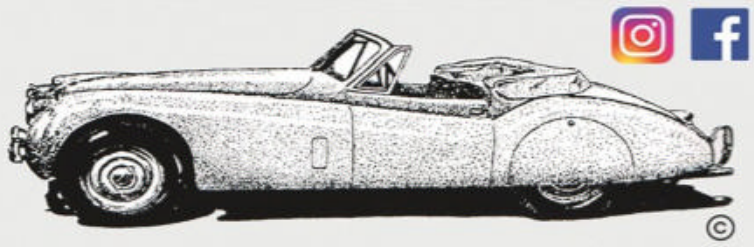

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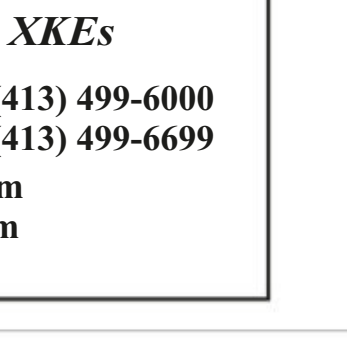

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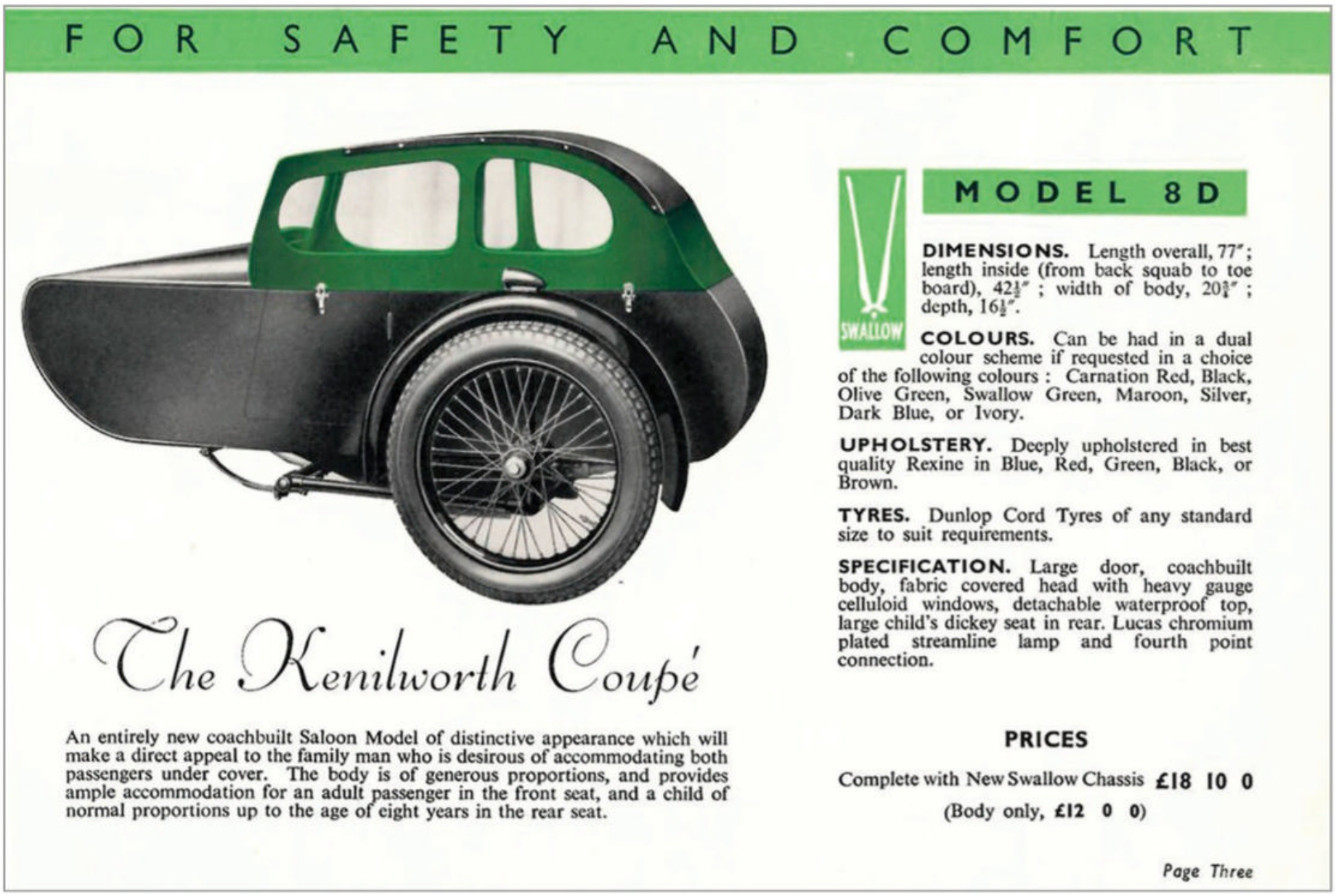
1937 Swallow Sidecar

Acquisition of a Model 8D Kenilworth

By Tony Merrygold



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MODEL 8D

DIMENSIONS. Length overall, 77″; length inside (from back squab to toe board), 42½″; width of body, 20¾″; depth, 16½″.

COLOURS. Can be had in a dual colour scheme if requested in a choice of the following colours: Carnation Red, Black, Olive Green, Swallow Green, Maroon, Silver, Dark Blue, or Ivory.

UPHOLSTERY. Deeply upholstered in best quality Rexine in Blue, Red, Green, Black, or Brown.

TYRES. Dunlop Cord Tyres of any standard size to suit requirements.

SPECIFICATION. Large door, coachbuilt body, fabric covered head with heavy gauge celluloid windows, detachable waterproof top, large child's dickey seat in rear. Lucas chromium plated streamline lamp and fourth point connection.

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Complete with New Swallow Chassis £18 10 0

(Body only, £12 0 0)

Page Three

The catalogue refers to the adult/child Kenilworth's 'coupé' bodywork, whereas larger chairs were referred to as 'double adult' sidecars. The Austin Mini killed off the family sidecar business.

Thanks to Gil Mond, Swallow guru and a friend of the Jaguar Daimler Heritage Trust, we were alerted to a Swallow sidecar for sale on eBay. This wasn't one of the iconic early Model 4 sidecars resplendent in polished aluminium, but a much later one from 1937 – a Model 8D Kenilworth. Not as handsome or sporting, perhaps, but a more practical product that plugs a gap in our Swallow collection.

Swallow continued to sell sidecars, even after they started making Swallow-bodied cars in Coventry and morphed into SS Cars Ltd. Following the flotation of SS Cars, Swallow Sidecar Co. (1935) Ltd was formed as a wholly-owned subsidiary under the management of Howard Davies, with William Lyons designing the sidecars.

SS Cars made around 100 sidecars a month, although this was subject to seasonal fluctuations. As late as 1937 the sidecar range increased from the 11 models of 1935-36, to 12, including the newly-launched Kenilworth, plus a new 'universal Swallow chassis,' with car-type springing. The Kenilworth was offered from 1937 to 1939, when war intervened.

Having checked that the photos of the Kenilworth on eBay matched the brochure images in our archive, we bought it and sent a couple of our volunteers off to Wales with a trailer to collect our newest acquisition. The seller was pleased that the sidecar was coming to the Trust for preservation. He knew some, but not all, of its history. The chair (as sidecars are known) had been fitted to a 1937 BSA M21 motorbike which was unearthed during the mid-1960s at a property called Wickens Manor in Charing, Kent, having been there since at least 1945. Nothing is known of

The white circle was to aid visibility on dark roads during blackouts – especially relevant in Kent, which was often overflown by German bombers during WW II. Army trucks have white-painted rear differentials, even today.

Handsome and practical – with a bit of sparkle added via chromed over-center latches and soft alloy beading fitted over panel joints.

the chair from 1938 to 1945, but it is reasonable to surmise that it was used during the war years, as a white circle has been painted on the rear of the fabric-covered head – making it visible from behind when used during the blackout.

The Kenilworth is unusual in sidecar design as it was built to take two passengers, one adult with a 'child of normal proportions up to the age of eight years' seated behind. Because of the side-hinged head (the official name for the hood/roof), there is a small door to aid entry and although there are clasps visible on the outside of the head, there is also one on the inside so that it could be secured and, more importantly, released by the passenger from the inside.

Kenilworths were available in a choice of colours: Carnation red, black, Olive green, Swallow green, maroon, silver, dark blue or ivory and deeply upholstered in best quality Rexine in blue, red, green, black or brown.

Our sidecar is in good condition for its age, probably helped by a lack of use during its lengthy storage. The Swallow chassis is in excellent condition, needing only a basic clean. The body itself has the usual wooden frame but the metal panels are all steel rather than the aluminium of the early ones. It is painted in dark green – which we believe to be the Swallow green. The hinged head is covered in green Rexine with the internal panels all cream coloured and the windows being made of flexible celluloid. While the head frame is in good condition, the front side windows were covered in very fine, light-coloured dust and there were tiny holes in some of the Rexine revealing evidence of woodworm.

We will conserve rather than restore the whole sidecar. On the body this means just cleaning down the paintwork gently and removing the roughest of the surface rust. We won't remove the rust completely as it tells part of the story of its use, with rust streaks up the right hand side of the body caused by stones flicked up from the BSA's front wheel. We will then stabilise it by sealing it with either a good wax polish, or possibly a matte lacquer.

We have to do a bit more work on the head, as the aforementioned woodworm is quite serious. On peeling back the outer Rexine covering the worm-eaten external panel virtually disintegrated but using the internal panel as a pattern we have cut another one from appropriate thickness plywood. We carefully re-assembled the inner and outer panels and celluloid windows, keeping all the original Rexine coverings, reinforcing them with Japanese tissue where necessary. The seats and internal Rexine panels only required some minor rectification work to fix signs of moderate use.

Well-preserved Swallow logo (probably a waterslide transfer) emphasizes the wisdom of cleaning to preserve patina, rather than stripping to totally re-paint some heritage vehicles.

Unfortunately, the chair had parted company with the BSA some years ago, so at the moment we don't have a period bike to which we can attach it, so we will display it as a standalone item with full 360° visibility. The chassis would have clamped to the rigid 600cc M21 frame via triangulated upper and lower mounts that were adjustable for toe-in and camber (to account for the crown of the road). Workhorses like BSA's M20/M21 and Norton's 16H/Big 4 used brazed lug and tube frames, with sidecar attachment points cast into the iron lugs.

The Kenilworth bears some similarities to the passenger military sidecars that the company produced for the War Department from 1939 to 1945. As one of the companies still manufacturing sidecars, they received a tender from the Ministry for sidecars for the military and secured a contract which resulted in an order for 10,000 sidecars of varying configurations: camera-carrying sidecars for the RAF, WD (War Department) sidecars, box sidecars and passenger sidecars. Building and selling civilian sidecars was not part of Lyons' post-war strategy for his company and he started negotiations with Eric Sanders of Stratford upon Avon-based company Helliwell Group in October 1944. Due to some legal and financial wrangling, it took about 14 months to conclude the deal which went through in December 1945, severing the last link to both William Lyons and the original Swallow Sidecar. For the Trust, this brings our sidecars almost into line with our 'first and last' policy, as we now have both very early and very late models to tell the Swallow Sidecars story.

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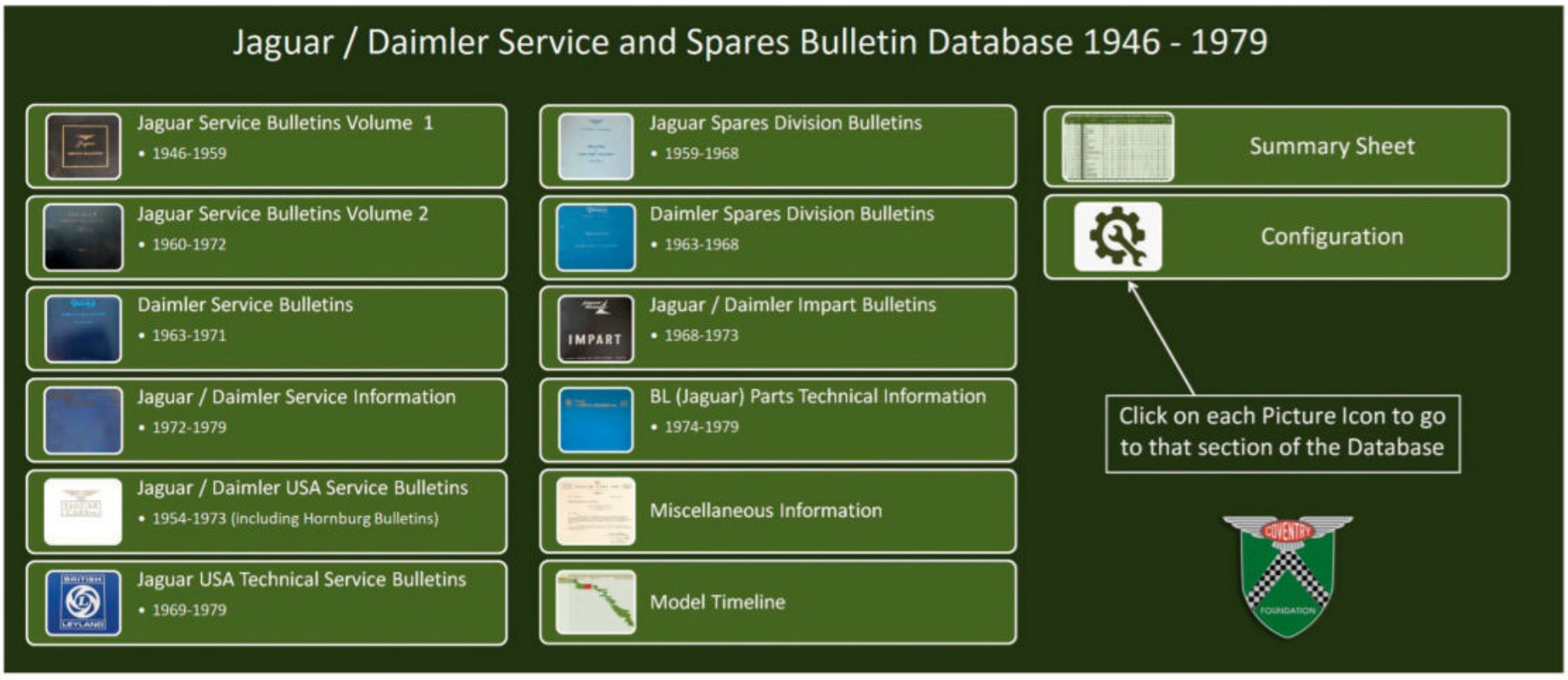
Tales of the (Digital) Trade

New Factory Bulletin Database

Home page for the new database, with self-explanatory options for navigating the content and locating information in a more usable format than the trade had access to, back in the day.



Many – perhaps most – car buyers never dig much deeper than the owner's handbook for their vehicle. These days, when even changing the oil or a headlamp bulb often requires dealer software, we have the paradox of huge 300-400+ page owner manuals that give practically zero DIY technical advice. Instead, they are stuffed full of legal and safety warnings and instructions on how to operate a gazillion infotainment settings.

Back in the day, once Jaguar had established a functioning North American network, dealers were sent regular administrative, technical and service literature – either from the UK or from East/West Coast offices – to support the specific models sold here. A few people collected these bulletins as they were discarded by mainstream Jaguar Land Rover dealers, but the surviving supply is outstripped by the number of enthusiasts who could make use of the information.

Unfortunately, there is a difference between having information and being able to use it productively. Why spend a frustrating hour looking through old papers or magazines for an article covering a 30-minute job you could likely do just by winging it? At this point, we should all whisper a silent prayer to the computer engineers who began developing machines and programs to create desktop databases. At last, there was a way to distribute and use information beyond paper-based systems, giving the trade much more efficient support. But what about existing print materials?

Someone, somewhere, had to decide whether it would be worth spending valuable employee time building digital resources by hand from hard copy material. For bulletins relating to long-defunct models, many automakers said "No." But what if volunteers offered their time and expertise for free? Suddenly, 'yes' starts to look possible.

In the case of Jaguar models, a few dedicated volunteers have spent several years cataloging the paper archive of the Coventry Foundation, to the point where this summer should see the launch of their Jaguar/Daimler Service and Spares Bulletin Database, for Windows PCs. It comprises 4,000+ documents under about 15 headings, covering models from 1946 to 1979 and eventually up to 1980. This treasure-trove of information includes unique North American intra-company information and distributor-level bulletins from Hornburgs, plus Rest of World and administrative information that supplements even the technical bulletins, spares catalogs or workshop manuals you may already have.

The current plan is to offer web-based distribution, probably via the members-only secure side of JCNA's website, but *Jaguar Journal* will advise final details when ready. The format will likely be a Microsoft Excel spreadsheet with directories holding the service, spares and admin bulletins, searchable by type and topic and the public demonstration at the recent Dallas IJF certainly looked very promising. Watch this space!

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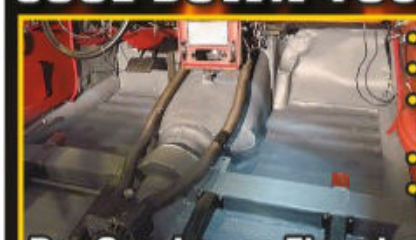

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for May/June is Friday,
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Classified ads are FREE to members and subscribers. No charge for photos. Ads and photos accepted subject to space availability. Send ad, photo (if desired) and payment in US Dollars **four weeks before issue date** to: *Jaguar Journal* 9435 Watkins Road, Gaithersburg , MD 20882. 910-398-3620,Text and photo may be e-mailed to pcrespin@jcna.com. Include member/subscriber number from label. Non-member ads $20. Commercial classified $40/inch. Contact Diane DuFour: ddufour@jcna.com. **No credit cards.**

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1993 TWR XJRS. Number 68, red convertible, ivory interior, beige carpets. 125 k miles, driven regularly about 3 k miles a year. Judged 99.7 to 99.9 with awards to match. Complete and original, owned for ten years. Only 105 RS cars were built by TWR for Jaguar - 50 coupes and 55 convertibles. I also own #91 coupe (not for sale but I know these cars). Of the total 105, only 55 are still known to be running. Everything works. $42,500. Rust free car located in Florida. Call or text 239-641-9255.

2007 S-Type. 3.0L V6, beautiful Seafrost green, ivory/cream trim with contrasting piping in the leather upholstery. Body almost perfect. Economical car. Old age forces sale. Always garaged, 75,400 miles. Automatic transmission. 25 mpg highway. Need $9,500, or near offer (some publications list the car as high as $11,000). Car is in Missouri. Call Al Willard 816-785-5937, email: alwillard7@protonmail.com.

2006 XJL Super V8 Portfolio. One of 150 produced for North America. Black Cherry (only 75 produced). Originally an Arizona car, in Florida since April 2021. Full soft leather trim compared to standard XJ. All seats power adjustable, three-stage heaters, four-zone climate control, lambswool mats, American black walnut veneers. Three concours awards. Supercharged 4.2L V-8, 400 hp, 0-60 in five seconds. Five new 20-inch tires on re-polished alloys. Everything works. Six-disc CD changer, 6.5-inch DVD player, PlayStation 2 with controllers, Sirius radio. Asking $52,000 OBO. Call 407-506-5652, email: octoberman1023@gmail.com.

1967 E-Type Series 1.5 2+2. 23,200 miles and running, NYS registered and inspected. Four-speed manual. ID 1E77034. Includes owner's manual, spare tire, and tool kit. Painted primrose yellow (not original). Worthy and fun project with desirable model year, needs painting and some interior sprucing. Purchased from the original owner. Recently replaced spark plugs. AM radio (works), A/C (not working). $58,000 OBO. Call 315-657-2867, email McGrathM@upstate.edu.

1999 XJ8: Black with Cashmere interior. Only 42,000 miles, purchased from Jaguar dealer at 9,000 miles. Never driven in rain or snow, always garaged. Asking $16,500. Call or text PJ 860-918-7655.

Hardcover Jaguar books: *Jaguar*, Montague & Porter, press launch books published by Jaguar Cars USA. *The Jaguar File – All Models Since 1922*, Eric Dymock, 428 pages, in boxed sleeve. *Great Marques – Jaguar*, Harvey, 80 pages. *Jaguar E-Type: The Complete Story*, Wood, 200 pages. *Jaguar Saloons*, Harvey, 271 pages. *Jaguar – An Illustrated History of the World's Most Elegant Car*, Hicks, 128 pages. All books in excellent condition. Best offer plus shipping. Email: jazverina@san.rr.com.

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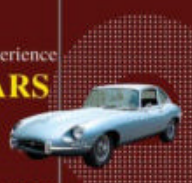

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CHIEF JUDGE: Hal Kritzman, 860-666-3045, coinman1@cox.net.

CLUB NEWS: *Jaguar Journal* club news and event reports. – *Jaguar Journal* Associate Editor, Gregory Wells, greg@slotblog.net, 2482 Westhill Ct., Norcross, GA 30071, 404-610-4524.

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CONCOURS COMMITTEE: Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. – Chair, Jim Sambold, xkjagnut@comcast.net.

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Jaguar Journal COMMITTEE: Oversees and advises on *Jaguar Journal* scheduling and operations. Rob Thuss, 803-640-1000, rob@thusslawoffice.com.

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JCNA TROPHIES: Official JCNA trophies can only be ordered by JCNA affiliate clubs, not individual members. Order from the JCNA Shoppe online or contact Ron Wallis, 713-808-5988, ronaldawallis@gmail.com.

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NEWSLETTER AWARDS: This committee is now part of the Special Awards Committee.

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SLALOM COMMITTEE: Handles Slalom results. Reviews and revises the Slalom rule book as necessary. Handles Slalom program protests. – John Larson, crs_slalom@jcna.com.

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WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 2760 Roundtop Drive, Colorado Springs, CO 80918, 719-930-4801, jagluver2@cs.com.

Don't forget your 60-year *JJ* archive. **See JCNA website!**

Events Calendar

NOTE TO ALL CLUBS:
This calendar for each issue is compiled from the events listed on the JCNA website, scanned about six weeks before you receive your issue. Please be sure to list any meetings well ahead of schedule so as not to miss out on having your event published in the Journal.

March 10-12, 2023: Please join us for 2023 JCNA Annual General Meeting (AGM) hosted by the Jaguar Associate Group at the Embassy Suites San Francisco Airport Waterfront in Burlingame, California. Proposed schedule – Thursday: Board dinner at 7 p.m., Friday: Board meeting from 8 a.m. to 3 p.m.; optional visit to private motor museum from 4 p.m. to 7 p.m., Saturday: AGM from 8 a.m. to 2 p.m.; Optional excursion to local mall or winetasting 11 a.m. to 3 p.m.; local club's car show adjacent to hotel 1 p.m. to 5 p.m.; awards banquet at 7 p.m. Sunday: Board meeting 8 a.m. to 11 a.m. Contact: Phil Endliss, email: treasurer@jags.org.

March 11, 2023: JCNA/JAG's 2023 AGM weekend wraps up with, what else, the gorgeous 'Jaguar by the Bay' car show! JAG has been working to set up what will certainly be a fantastic show along the waterfront at the Embassy Suites. This will fill quickly so secure your spot now, either via the classic mail-in option or the new jags.org website to do everything online. Remember, spaces will be limited as JAG has secured an incredible area to display our favorite vehicles. Contact: Andy Preston, email: andypreston@att.net.

March 18, 2023: JCNA-sanctioned class T2 Time-Speed-Distance Rallye covering approximately 100 miles and 3 hours will begin at 11 a.m. at La Hacienda Scenic Loop Restaurant, 25615 Boerne Stage Road, in north San Antonio, Texas. Rallye endpoint will be the Luckenbach Post Office and General Store. Rain date is one week later, and if event is called due to inclement weather, it will be announced on the events calendar page of www.sajaguarclub.info by 7 a.m. the day of the event. Keeper trophies will be awarded to driver and navigator for 1st, 2nd and 3rd places. Unofficial results will be announced about 45 minutes after the last car arrives. Event winners will have their names added to, and will get possession of, the Blake Lambert Trophy for the following year. There is also our famous Stray Cat Award for the car to take the longest to arrive in Luckenbach before the awards ceremony. Entry fee is $20 per car. Contact: Brian Blackwell, 210-255-0361, email: blackwbg@gmail.com.

March 24, 2023: The 2023 Jaguar Club of Florida Concours will be held at the World Equestrian Center, 1750 NW 80th Avenue, Ocala, Florida. Contact: Tom Orlando, 646-265-5594.

April 30, 2023: The Nation's Capital Jaguar Owners Club Concours d'Elegance, the 59th since 1963, will be held in collaboration with the 'Britain on the Green' extravaganza hosted by the Capital Triumph Register. The CTR welcomes all British cars and motorcycles as part of their 25th Anniversary car show. At Gunston Hall, the colonial home of Revolutionary War patriot George Mason, 12 miles south of the Beltway. Plenty of room for trailers, visitors and over 200 beautiful British vehicles on display, near a live music 'food truck alley' and sponsor/vendor midway area. Contact: John Larson, 301-520-3620, email: jclars123@aol.com.

May 27, 2023: The Susquehanna Valley Jaguar Club will hold its 16th annual Concours d'Elegance on Saturday, May 27, at Sunset Lane Park, York, Pennsylvania. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes, in addition to Dealer's Choice and Spirit of the Concours awards. Trailer parking is available. A caterer will be on hand, along with a pavilion and picnic tables for lunch. Contact: Dave Hershey, 717-846-0642, email: ivestrainboy@aol.com.

June 3, 2023: The annual Concours d'Elegance of the Delaware Valley Jaguar Club held in conjunction with the Cars and Motorcycles of England Car Show by the Delaware Valley Triumph Club. Event location is the Historic Hope Lodge, 553 S. Bethlehem Pike, Fort Washington, Pennsylvania. Contact: Jim Sjoreen, 610-989-3860.

June 10, 2023: The Heart of America Jaguar Club will once again present its Concours D'Elegance on The Square at Crown Center, 2450 Grand Boulevard, Kansas City, Missouri. A visually stunning location for the display and judging of Sir William Lyons' finest motorcars, along with scores of other British marques displayed among the fountains and trees of the Hallmark, Inc. Corporate Center in downtown Kansas City. Contact: Mark Short, 913-930-2082, email: jagguy74@gmail.com.

June 18, 2023: The Jaguar Touring Club of New Jersey will host 'Cats in the Garden XVI' at Van Vleck House and Gardens in Montclair, New Jersey, on June 18 (rain date June 25). Come celebrate Father's Day and admire eight decades of vintage, classic and modern Jaguars. Tailgating is encouraged Prizes will be awarded, but this is not a JCNA judged event. For more information, please visit our website , www.jtc-nj.net. Contact: Paul Maletsky, 973-575-8737.

July 15, 2023: San Diego Jaguar Club's 59th annual Concours d'Elegance is returning to Spanish Landing Park, directly across the street from San Diego International Airport. Concours registration will open soon. It will be online through our website only – there are no paper registration forms. Stay tuned for registration information as soon as it is finalized. Contact: Mark Hodges, 619-890-0149, email: webmastere@sdjagclub.com

July 21, 2023: Please save this date for the Jaguar Club of Victoria's annual 'Jaguars on the Island' extravaganza, North America's largest Jaguar show. Location is Windsor Park, Oak Bay, Victoria, British Columbia. More details will be available as the event gets closer. Contact: Carole Borgens, 604-514-8414.

July 27, 2023: The Carolina Jaguar Club's 2023 'Head to the Mountains' concours d'elegance at the beautiful Switzerland Inn located just of the famous Blue Ridge Parkway in Little Switzerland, North Carolina. Registration will open around April 1. Check back for more details. Contacts: Brad & Barbara Merlie, 704-506-9130.

August 12, 2023: The Jaguar Association of New England will be celebrating its 50th Concours d'Elegance Festival on August 12. This will take place at the oldest continuously operating inn in the country, the historic Longfellow's Wayside Inn, which opened its doors in 1716, located on the original Boston Post Road, in Sudbury, Massachusetts. This notable event is not to be missed by any Jaguar aficionado, who will enjoy one of the largest display of Jaguars in North America. For further information, please go to https://jagne.org/jane/events.cfm. Contact: Daniel Graf, 617-216-9703, email: danielgraf100@yahoo.com.

August 13, 2023: The Ontario Jaguar Owners Association's 55th Concours d'Elegance will be held once again at the fabulous Canadian Warplane Heritage Museum, containing almost 50 military aircraft and displays spanning from WW II to the present. The OJOA has arranged to hold our concours in the hangar surrounded by these aviation classics. We will also dine in the hangar at noon in full view of our Jags and the flying machines. This museum is located at the Hamilton International Airport, 9280 Airport Road, Mount Hope, Ontario, less than a 1-1/2 hour drive from the Buffalo border crossing. All of the JCNA required classes will be judged. Contact: Mike Parry, 647-472-3465, email: mikeparry617@gmail.com.

September 9, 2023: Come to the British Car Festival sponsored by the Jaguar Touring Club at Tinicum Park Polo Club, 961 River Road, Erwinna, Pennsylvania, on Saturday, September 9. Admission is $10 per car. Tailgating is encouraged, as there will be no food available for purchase at the event. Prizes will be awarded. Gates open at 12 p.m., the match begins at 2 p.m. In case of inclement weather, please call the Polo Hotline at 908-996-3321. Contact: Laura Lee 201-415-5239; email: jaglady1012@gmail.com.

Member Spotlight

The Vancour Family

By Nicole Smart

Brad Vancour

For better or worse, social media sites are engineered to make it difficult for us to avoid other people. The platforms bring people together in ways that often end in meaningful offline relationships. The exchange of knowledge, skills and interests shared between club newcomers can inject novel experiences and fun into our lives. Niche hobbyists like JCNA member Brad Vancour can quickly connect with aficionados of a common interest by using social media.

SUPER SKIER

Quebec-born, Brad trained with Olympic and championship skiers in British Columbia, before rising to fame as an extreme skier, photographer and stuntman for Warren Miller Entertainment. He and his cohort sparked the 1980s birth of corporate-sponsored extreme skiing contests, the X-Games, and today's calendar of international winter sports events. A couple of decades ago he settled in Woodinville, Washington, now running a private winery and vineyard, serving on the board of a planetary museum and managing a luxury real estate brokerage. He enjoys filmmaking, skiing, and cars, and is lucky to live in a state where all are popular. The Puget Sound region is a known mecca for rare and exotic car enthusiasts, with events every weekend from May through October.

Brad loves Jaguars for their design, history and nostalgia. After 10 years of patiently watching the Washington State market, he was able to snag two triple-black matching 2007 and 2010 convertible XKRs, describing the model as one of the most beautiful cars ever designed with the bonus of outstanding performance and affordability. He plans to eventually pass them down to his daughters, Victoria (20) and Chloe (17), in hopes the cars will one day become valuable classics (and if not, they can still enjoy driving 'rolling art'). Meanwhile, the cars always make a striking impression at the weekly British Car Day events in the Seattle area.

LAST OF THE SUMMER WINE

After buying the first XKR, Brad Googled for local Jaguar enthusiasts and found the Seattle Jaguar Club Facebook page. After mingling online, he was invited to his first Jaguar event in April 2021 at a member's home and winery in Edmonds, Washington. It occurred to Brad that he could also host an event at his vineyard located about three hours east. He and club activities VP Kent Wiken organized a club event at his private winery and Red Mountain Inn located on the Yakim River in Benton City, Washington. The tour came complete with a different kind of 'tech session' that involved a lively and tasty education in winemaking. The group also visited surrounding wineries in the Columbia Valley AVA (American Viticultural Area) and the Seattle club's JagMag newsletter. It is now considered an annual event, and the family looks forward to more October gatherings to celebrate beautiful cars and successful grape harvests.

Could there be much left on this entrepreneur's bucket list? Well, Brad intends one day to spend a few days driving a convertible Jaguar down the west coast to Napa Valley for wine tasting. He also aims to acquire an E-Type, but for now, he and his wife Michelle are busy parents enjoying the reliability and low maintenance of their modern Jaguars. His fellow Seattle Jaguar Club members are thrilled that he found them through Facebook, and in turn, he has introduced them to new experiences and the next generation of Jaguar owners in his family.

Chloe and Victoria with the 'inheritance' XKRs.

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